

**WORK SESSION:** A work session will be held at 6:00 p.m. in Conference Room #3, Second Floor, of the Farmington City Hall, 160 South Main Street. The work session will be to answer any questions the City Council may have on agenda items. The public is welcome to attend.

## **FARMINGTON CITY COUNCIL MEETING NOTICE AND AGENDA**

Notice is hereby given that the City Council of Farmington City will hold a regular City Council meeting on **Tuesday, August 15, 2017, at 7:00 p.m.** The meeting will be held at the Farmington City Hall, 160 South Main Street, Farmington, Utah.

*Meetings of the City Council of Farmington City may be conducted via electronic means pursuant to Utah Code Ann. § 52-4-207, as amended. In such circumstances, contact will be established and maintained via electronic means and the meeting will be conducted pursuant to the Electronic Meetings Policy established by the City Council for electronic meetings.*

The agenda for the meeting shall be as follows:

### **CALL TO ORDER:**

7:00 Roll Call (Opening Comments/Invocation) Pledge of Allegiance

### **PUBLIC HEARINGS:**

7:05 North Station Development Agreement and Project Master Plan for  
Chartwell Capital Partners

### **SUMMARY ACTION:**

7:30 Minute Motion Approving Summary Action List

1. Approval of Minutes from August 1, 2017

### **GOVERNING BODY REPORTS:**

7:35 City Manager Report

1. Fire Monthly Activity Report for July

7:40 Mayor Talbot & City Council Reports


### **ADJOURN**

### **CLOSED SESSION**

Minute motion adjourning to closed session, if necessary, for reasons permitted by law.

DATED this 10th day of August, 2017.

**FARMINGTON CITY CORPORATION**

By:   
Holly Gadd, City Recorder

**\*PLEASE NOTE:** Times listed for each agenda item are estimates only and should not be construed to be binding on the City Council.

*In compliance with the Americans with Disabilities Act, individuals needing special accommodations (including auxiliary communicative aids and services) during this meeting, should notify Holly Gadd, City Recorder, 451-2383 x 205, at least 24 hours prior to the meeting.*

## CITY COUNCIL AGENDA

For Council Meeting:  
August 15, 2017

### **S U B J E C T: Roll Call (Opening Comments/Invocation) Pledge of Allegiance**

It is requested that City Councilmember John Bilton give the invocation to the meeting and it is requested that City Councilmember Brett Anderson lead the audience in the Pledge of Allegiance.

NOTE: Appointments must be scheduled 14 days prior to Council Meetings; discussion items should be submitted 7 days prior to Council meeting.

## CITY COUNCIL AGENDA

For Council Meeting:  
August 15, 2017

**PUBLIC HEARING:** North Station Development Agreement and Project Master Plan  
for Chartwell Capital Partners

### **ACTION TO BE CONSIDERED:**

1. Hold the public hearing.
2. See staff report for recommendation.

### **GENERAL INFORMATION:**

See enclosed staff report prepared by Eric Anderson, City Planner.

NOTE: Appointments must be scheduled 14 days prior to Council Meetings; discussion items should be submitted 7 days prior to Council meeting.



# FARMINGTON CITY

H. JAMES TALBOT  
MAYOR

BRETT ANDERSON  
DOUG ANDERSON  
JOHN BILTON  
BRIGHAM MELLOR  
CORY RITZ  
CITY COUNCIL

DAVE MILLHEIM  
CITY MANAGER

## City Council Staff Report

To: Honorable Mayor and City Council

From: Eric Anderson, City Planner

Date: August 15, 2017

SUBJECT: **North Station Development Agreement and Project Master Plan**  
Applicant: **Chartwell Capital Partners**

### SUGGESTED MOTION

Hold a Public Hearing,

AND

Move that the City Council approve the development agreement and project master plan related thereto, subject to all applicable Farmington City development standards and ordinances.

### Findings for Approval

1. The development agreement does not grant vesting for the project, rather it allows for the developer to propose sub-PMPs for portions of their property that are less than 25 acres, which the Zoning Ordinance currently does not allow.
2. At the time when sub-PMPs are proposed, the City has a significant amount of discretion as PMPs are legislative decisions; this development agreement gives the City the opportunity to review those applications, which would otherwise not be allowed.
3. The proposed North Station Project Master Plan has been completed through a design charrette involving unanimous stakeholder consensus.
4. The stakeholders included the majority of property owners within the project area, neighboring property owners to the project area, the City, the County, and Chartwell Capital.
5. The Planning Commission has held a public hearing on multiple recommendations from the North Station Project Master Plan, including removing the large footprint building provision, and amending the regulating plan and related block size, and the Planning Commission after review of the application has unanimously recommended that the City Council approve the requested modifications to Chapter 18 of the Zoning Ordinance.
6. The proposed North Station Development Agreement and Project Master Plan is consistent with the stated intent and purpose of the Farmington City General Plan and Zoning Ordinance for this district; including a fine grained mix of uses such as office, retail, and residential, an emphasis on bringing activity to the street and enhancing

- walkability, placing parking to the rear of buildings, creating public spaces and nodes, enhancing open space and connectivity, providing a live/work/play environment, etc.
7. The proposed North Station Project Master Plan has a good balance of residential and retail that will support the primary office use, which is the overarching intent of the OMU zone.
  8. The North Station Project Master Plan proposes a nuanced continuum of development intensity with lower intensity development to the west, higher intensity development in the middle and along major roads, and commercial along the freeway and arterial roads, such as Shepard Lane, Burke Lane, and 1100 West. The continuum of development intensity provides a buffer between existing residential neighborhoods to the west, and places the highest intensity development near the future Shepard Lane interchange and I-15 to the east.
  9. The fine-grained mixture of uses proposed in the North Station Project Master Plan creates an office park that is unique to the State of Utah and will create a vibrant employment base for Davis County that fosters a live/work/play environment.
  10. The proposed North Station Project Master Plan will help to diversify and balance the City's tax structure through expanding its commercial property tax base, instead of relying too heavily on residential property and commercial sales tax.
  11. The proposed North Station Project Master Plan does not grant vesting to any property owners within the project area; rather, it is a guiding document that will inform the development of the mixed-use employment district into the future.

## BACKGROUND

In November of 2016, Chartwell Capital and the City contracted with Urban Design Associates (UDA) to conduct a planning charrette which produced a conceptual master plan for the 220+ acres of property north of Shepard Creek, west of the UP tracks, east of the D&RG trail, and south of Shepard Lane. The charrette process involved receiving input from a number of stakeholders, including property owners within and adjacent to the project area, city staff, local elected officials, and representatives from Chartwell Capital. The end result was a master plan document intended to guide and inform the development of the future mixed-use office park.

Initially, as part of the Regulating Plan amendments reviewed in April of 2017, staff felt it prudent to present a conceptual land use plan prior to the Planning Commission and City Council's review of the *entire* PMP application to allow for a more thorough and detailed review of the PMP by staff, while also getting a clear vote on component elements within the PMP, specifically the land uses proposed as it relates to the amount of high density residential, and related phasing of the PMP. However, after discussing the matter with the City Attorney, it was recommended that instead of conceptual land use approval, the City pursue a small area master plan for the project area as an amendment to the General Plan. The small area master plan was adopted by ordinance as an element of the General Plan in May 2017, and will better guide the future development of this mixed-use office area moving forward; this includes the proposed uses, densities, and general building layout.

Chartwell Capital has now applied for Project Master Plan (PMP) which is consistent with the final results of the UDA charrette, the Regulating Plan zone text amendments, and the Small Area Master Plan that have all been approved by the City. Section 11-18-140 states:

*“C. Application For Development Agreement: Simultaneously with the application for a PMP, an applicant for a PMP involving at least twenty five (25) acres may apply for approval of a development agreement. In addition to the application*

*requirements for a PMP, the applicant shall provide in narrative form a proposed development agreement including a specific description of the proposed uses and intensities of use proposed for the project area and a statement of the specific development standards proposed by the applicant to be applied in the development of any necessary public infrastructure and the private improvements to be located on the project site. The proposed uses, densities and intensities of use shall be consistent with the requirements and purpose of the TOD mixed use districts, but the other proposed development standards may vary from those development standards set forth elsewhere in this chapter, this zoning title or this code. However, nothing herein shall be construed to allow any deviation from uniform construction codes or standards as set forth in this code. Any application information required by this section may be waived by the zoning administrator on the basis that the information is not necessary to review the proposed PMP and development agreement. (Ord. 2008-61, 12-9-2008)”*

The PMP under review is a global PMP for Chartwell Capital's 88 acres of property. The purpose of the development agreement and PMP is to allow the developer to submit sub-PMPs for areas smaller than 25 acres. The PMP and development agreement do not give the developer vesting *beyond* allowing the ability to ask for sub-PMP approval. At the time that the applicant requests sub-PMP approval, the City still has discretion because PMP is a legislative decision.

At the Planning Commission meeting held on July 20<sup>th</sup>, the commissioners recommended approval of the development agreement and project master plan as written in the staff report. Much of the discussion was centered around the awareness that what was recommended was only allowing for the application of smaller PMPs, which would be reviewed at public hearings as those individual sub-PMPs were submitted.

#### Supplemental Information

1. Vicinity Map
2. North Station Development Agreement
3. North Station Project Master Plan (Narrative)
4. North Station Project Master Plan (Graphic)

#### Applicable Ordinances

1. Title 11, Chapter 18 – Mixed Use District

Respectfully Submitted



Eric Anderson  
City Planner

Concur



Dave Millheim  
City Manager

**DEVELOPMENT AGREEMENT FOR**  
**NORTH STATION**

THIS AGREEMENT (the "Agreement") is made and entered into as of the \_\_\_\_ day of \_\_\_\_\_, 2017, by and between **FARMINGTON CITY**, a Utah municipal corporation, hereinafter referred to as the "City," and **CHARTWELL CAPITAL**, a \_\_\_\_\_, hereinafter referred to as the "Developer."

**RECITALS:**

A. Developer controls approximately 88 acres of land located within the City known as "North Station", which property is more particularly described in **Exhibit "A"** attached hereto and by this reference made a part hereof (the "Property"). Developer desires to develop the Property under the OMU zone, to be known as North Station. North Station (or the Property) may be constructed in phases consisting of one or more buildings per phase.

B. Thereafter, on \_\_\_\_\_, 2017, the City approved a project master plan (the "PMP") for the Property in accordance with Chapter 18 of the City's Zoning Ordinance. The approved PMP is attached hereto as **Exhibit "B"**, and incorporated herein by reference. The PMP is not intended to enable future development of the property without further land use approvals, as it is contemplated that future development on the majority of the site will require the presentation and consideration of additional Project Master Plans, development plans, subdivisions, and so forth.

C. The Property is subject to all City ordinances, rules and regulations including the provisions of the City's General Plan, the City's zoning ordinances, the City's engineering development standards and specifications and any permits issued by the City pursuant to the foregoing ordinances and regulations (collectively, the "City's Laws").

D. Persons and entities hereafter developing the Property or any portions of the Property thereon shall accomplish such development in accordance with the City's Laws, and the provisions set forth in this Agreement.

G. The City also recognizes that the development of North Station, and any future phase thereof may result in tangible benefits to the City through the stimulation of development in the area, including a possible increase of the City's tax base and the development of amenities that may enhance further economic development efforts in the vicinity of the Property, and is therefore willing to enter into this Agreement, subject to the terms and conditions set forth herein.

**AGREEMENT**

**NOW, THEREFORE**, in consideration of the mutual covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the City and Developer hereby agree as follows:

1. **Incorporation of Recitals.** The above Recitals are hereby incorporated into this Agreement.

2. **Alternative Approval Process.** Developer and/or Developer's successors and assigns may apply to develop any phase of North Station greater than 5 acres in size in accordance with an alternative approval process as set forth in section of 11-18-140 of the City's zoning ordinance, and at the City's discretion the City may approve any such application pursuant to said section.

3. **Assignment.** The Developer shall not assign this Agreement or any rights or interests herein without giving prior written notice to the City. Any future assignee shall consent in writing to be bound by the terms of this Agreement as a condition precedent to the assignment.

4. **Notices.** Any notices, requests and demands required or desired to be given hereunder shall be in writing and shall be served personally upon the party for whom intended, or if mailed, by certified mail, return receipt requested, postage prepaid, to such party at its address shown below:

To Developer:	Chartwell Capital Attn: _____ _____ _____
To the City:	Farmington City Attn: City Manager 160 South Main Street Farmington, Utah 84025-0160

5. **Entire Agreement.** This Agreement together with the Exhibits attached thereto and the documents referenced herein, and all regulatory approvals given by the City for the Property, contain the entire agreement of the parties and supersede any prior promises, representations, warranties or understandings between the parties with respect to the subject matter hereof which are not contained in this Agreement and the regulatory approvals for the Property, including any related conditions.

6. **Headings.** The headings contained in this Agreement are intended for convenience only and are in no way to be used to construe or limit the text herein.

7. **Non-Liability of City Officials, Employees and Others.** No officer, representative, agent, or employee of the City shall be personally liable to the Developer, or any successor-in-interest or assignee of the Developer in the event of any default or breach by the City or for any amount which may become due Developer, or its successors or assigns, for any obligation arising under the terms of this Agreement unless it is established that the officer, representative, agent or employee acted or failed to act due to fraud or malice.

8. **Binding Effect.** This Agreement shall inure to the benefit of, and be binding upon, the parties hereto and their respective heirs, representatives, officers, agents, employees, members, successors and assigns.

9. **No Third-Party Rights.** The obligations of Developer set forth herein shall not create any rights in and/or obligations to any persons or parties other than the City. The parties hereto alone shall be entitled to enforce or waive any provisions of this Agreement.

10.     **Recordation.** This Agreement shall be recorded by the City against the Property in the office of the Davis County Recorder, State of Utah.

11.     **Relationship.** Nothing in this Agreement shall be construed to create any partnership, joint venture or fiduciary relationship between the parties hereto.

12.     **Termination.** Notwithstanding anything in this Agreement to the contrary, it is agreed by the parties hereto that in the event the Project is not completed within five (5) years from the date of this Agreement or in the event the Developer does not comply with the City's Laws and the provisions of this Agreement, the City shall have the right, but not the obligation at the sole discretion of the City, which discretion shall not be unreasonably applied, to terminate this Agreement and/or to not approve any additional phases for the Project. Such termination may be effected by the City by giving written notice of intent to terminate to the Developer set forth herein. Whereupon, the Developer shall have sixty (60) days during which the Developer shall be given an opportunity to correct any alleged deficiencies and to take appropriate steps to complete the Project. In the event Developer fails to satisfy the concerns of the City with regard to such matters, the City shall be released from any further obligations under this Agreement and the same shall be terminated.

13.     **Severability.** If any portion of this Agreement is held to be unenforceable or invalid for any reason by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

14.     **Amendment.** This Agreement may be amended only in writing signed by the parties hereto.

**IN WITNESS WHEREOF**, the parties hereto have executed this Agreement by and through their respective, duly authorized representatives as of the day and year first hereinabove written.

**"CITY"**

**FARMINGTON CITY**

ATTEST:

\_\_\_\_\_  
City Recorder

By: \_\_\_\_\_  
Mayor

**"DEVELOPER"**

**CHARTWELL CAPITAL**

By: \_\_\_\_\_

Its: \_\_\_\_\_

### CITY ACKNOWLEDGMENT

STATE OF UTAH            )  
                                  :ss.  
COUNTY OF DAVIS        )

On the \_\_\_\_\_ day of \_\_\_\_\_, 2017, personally appeared before me H. James Talbot, who being duly sworn, did say that he is the Mayor of **FARMINGTON CITY**, a municipal corporation of the State of Utah, and that the foregoing instrument was signed in behalf of the City by authority of its governing body and said H. James Talbot acknowledged to me that the City executed the same.

\_\_\_\_\_  
Notary Public

My Commission Expires:

Residing at:

\_\_\_\_\_

\_\_\_\_\_

### DEVELOPER ACKNOWLEDGMENT

STATE OF UTAH        )  
                              :ss.  
COUNTY OF DAVIS     )

On the \_\_\_\_\_ day of \_\_\_\_\_, 2017, personally appeared before me \_\_\_\_\_ who being by me duly sworn did say that (s)he is the \_\_\_\_\_ of **CHARTWELL CAPITAL**, and that the foregoing instrument was signed in behalf of said corporation by authority of a resolution of its Board of Directors; and they acknowledged to me that said corporation executed the same.

\_\_\_\_\_  
Notary Public

My Commission Expires:

Residing at:

\_\_\_\_\_

\_\_\_\_\_



CHARTWELL  
CAPITAL PARTNERS

# North Station

## Project Management Plan





CHARTWELL  
CAPITAL PARTNERS



Tom Stuart  
Managing Partner



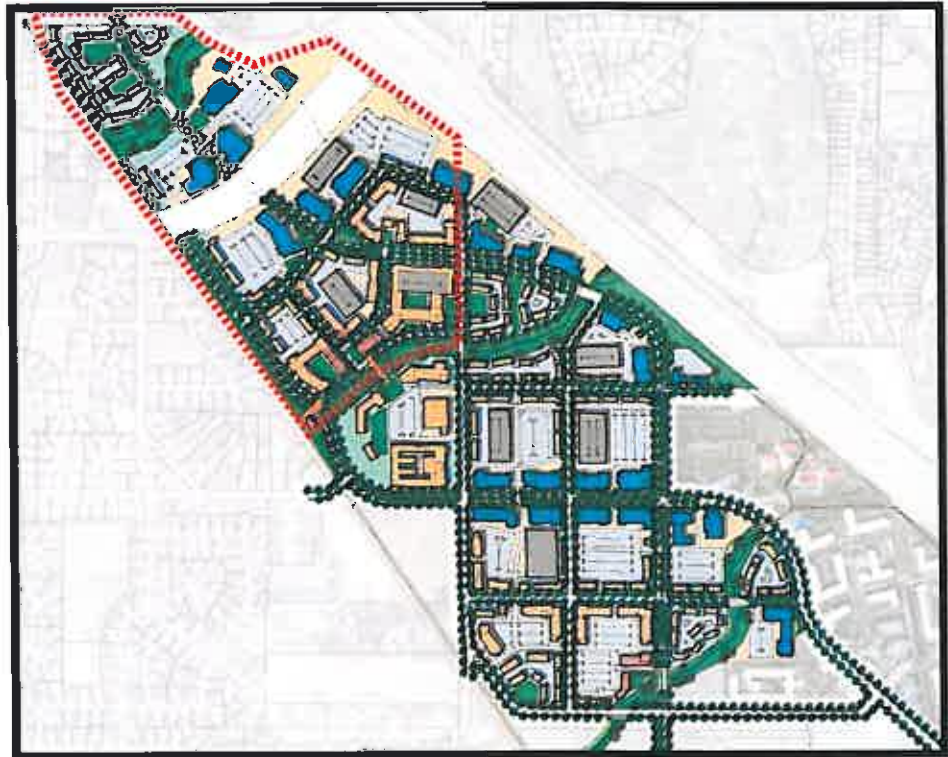
Jeff Hawkes  
Managing Partner

Revised July 2017

Mr. David Peterson  
Development Director  
Farmington City  
Farmington, Utah 84025

Mr. Peterson,

The purpose of this document is to revise the PMP that was submitted in March 2017 to account for the recent changes by the Planning Commission and City Council to the regulating plan; and, to account for the adoption of the *Small Area Master Plan* that was approved reflecting the **proposed** uses outlined in the following Illustrative plan agreed upon by all respective parties in the planning Charrette hosted by Chartwell Capital Partners and orchestrated by Urban Design Associates – UDA. The following *Small Area Master plan* was adopted by Farmington City in May 2016, with the area associated with this PMP highlighted in Red:



Generally speaking the areas in Blue represent high profile commercial uses; the orange represents hospitality and mixed community and the lighter yellow reflect patio or town homes. It is further understood that any uses on this



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illustrative plan that are not currently called out in the OMU zone will need to go through the approval process outlined in Farmington City section 140.

This PMP will provide a **general** outline of land use concepts, square foot ranges, preliminary transit analysis, regional storm drain and utilities, development standards of bordering properties, sequence and timing of development and incorporation of existing structures. *Maps are included in the graphical section and are in italics and bolded in purple for quick reference.*

Although a temporary record of decision has been made, it is understood that the Shepard Lane interchange will not be completed for nearly five years. This means most of the development near this interchange, or the 75 acres South of Hights Creek, will not take place until the interchange is completed. Some of the periphery development near the railway or near Burke Lane could come on line, but the bulk of the land will remain vacant until the interchange and associated street infrastructure is completed.

The aggregate area north of Hights Creek can and will be developed as soon as possible. After adoption of this general PMP, a PMP specific to this area will be provided for the City, hereinafter referred to as a sub-PMP. The sub-PMP will be send to all parties to review the technical implementation – access, utilities, parking, street infrastructure, access, open space, excreta.

This report will provide general information about what is currently in place with a **general** plan moving forward. As development is proposed a sub-PMP will be presented for each section.

Chartwell provides the commitment to expand and share in the costs of said infrastructure as it is installed. Chartwell further commits to installing office buildings in this park as soon as is physical possible and financially feasible.

Ken Stuart  
Director of Project Development  
Chartwell Capital Partners



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## Executive Summary

The aggregate area associated with this PMP is the 88 acres on the extreme north end of Farmington west of Interstate 15. It is south of Hights Creek, east of 350 East in Kaysville and, north of Burke Lane in Farmington.

It borders rural residential properties to the north; upper middle class single family residential properties to the west; Interstate 15 to the east and high profile commercial developments to the south. Included in these high-profile uses are Cabella's, McDonald's, the University of Utah medical facility and the highly successful Station Park mixed community center.

Chartwell Capital has hired the best in the business, including: Kimley-Horn for a market study; Urban Design Associates for concept and land planning; Joe Perrin, P.E. for traffic analysis; and, Great Basin and CIR Engineering for civil engineering services. This team has provided expert analysis and opinion for this report. We strongly encourage you to review the information they provided for this report.

As mentioned in the cover page, Farmington City passed a Small Area Master, which was the end result of a Charrette held in November 2016. This plan will briefly discuss land use and will provide a general overview of public and private utilities currently in the area and general discussion on future plans.

Farmington City owns a strip of land that extends from 950 North which will serve as a connection piece to a proposed Shepard Lane Interchange. Chartwell owns the area between the land owned by the City and the interstate. Chartwell agrees to work with the City and UDOT on the land they own to make the regional transportation function safely and efficiently. Given the bottleneck at Park Lark, this interchange will be a welcome relief to the congestion near Station Park and on Shepard Lane east of Interstate 15.

In summary, Chartwell feels this ground will be one of the more prolific developments in Utah, will add to the appeal of Station Park and Farmington City and will serve as a Suburban Central Business District between Salt Lake City and Ogden. Chartwell looks forward to moving forward on this project with Farmington City to increase economic activity in the community.



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*Town Homes  
North of Hights Creek*

## Description of Land Use Concepts

The Small Area Master plan was adopted by Farmington City in May 2016. Please see *Small Area Master Plan* in graphical section of the PMP submittal.

Generally speaking the areas in **lighter Yellow** in the Small Area Master Plan represent patio or town homes, the **blue** areas represents high profile commercial uses; and, the **orange** areas reflect hospitality and mixed community development.

As seen in the plan, the town homes and other residential uses will be found North of Hights Creek and will serve as a buffer to the existing single family residential properties along the Farmington Trail (formerly used by Union Pacific as a railway).

This is critical as the aggregate area North of Hights Creek is not suited for commercial properties as it has no freeway visibility and access is limited to the site. Currently, it is accessible from 350 East, which is a minor residential collector in Kaysville City. The proposed interchange at Shepard Lane will improve access to the area; however, it is still limited given the natural barrier of Hights Creek. All told, the highest and best use for the area North of Hights Creek is Town Homes.

Additional Town Homes are planned south of Hights Creek along the Farmington Trail (formerly the Union Pacific Rail). The proposed Town Homes will serve as a buffer between the single-family residences to the west and the high profile commercial uses to the east.

The remaining areas (outlined in Blue in the Small Area Master Plan) will be the heavy commercial use. Given the downward spiral of retail properties, it is expected the main use will center around office with supporting retail, grocery and restaurant. This area will **create a heavy employment center** and will bring, in our judgement, national firms. These firms will occupy office, technology and retail uses. In other words, it will create a suburban central business district. With e-commerce becoming more prominent, retail would be more intermixed with the uses as opposed to traditional standalone big box.

## Conclusion of Uses

The land associated with this PMP will chiefly function as a business park, with residential properties buffering the project north of Hights Creek and along the Farmington Trail.

## Section A: Lane Use, Parking, Open Space & Circulation



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### Square Footage Ranges & General Location

The square footage ranges and general location/distributions. Please see [Square Footage Range Sheet Map](#) in the graphical section

The following assumptions and limiting conditions are in order with respect to square footage calculations:

- ✓ Square footages are rounded to the nearest 5,000 sf.
- ✓ Flats are proposed at an average of 1,000 GSF per unit.
- ✓ Townhouses are calculated at approximately 22' wide.
- ✓ Parking spaces are calculated at approximately 10' wide.
- ✓ Parking counts are rounded to nearest 5 spaces.
- ✓ Office uses are parked at 3 spaces per 1,000 sf.
- ✓ Retail uses are parked at 4 spaces per 1,000 sf.
- ✓ Flats are parked at 1.6 spaces per unit
- ✓ Townhouse units are self-parked and do not contribute towards parking demand in these calculations.
- ✓ On-street parking is not included in these calculations. However, we recommend that on-street parking be used to serve as guest parking for residential or visitor parking for retail where applicable.

With the foregoing in mind, the following square footage calculations were made for each section:

#### Area North of Hights Creek

The aggregate area north of Hights Creek is just over 10 acres and will be devoted to the townhomes and associated infrastructure – it is 12.25 acres with Hights Creek included. Given the fact it is bordered on almost all sides by residential, our real estate experts have determined that the highest and best of this section is for townhome developments.

The first phase of the townhomes, or east section, will have 53 units. The second phase will be calculated when the easement for the water line and gas line will be accounted. Given its size, it is expected to have a similar number of units

#### South of Hights Creek

These sections include approximately 1,320,000 **proposed** square feet of building square footage on approximately 77.66 acres. The **proposed** uses in this area run the gamut and will included both residentail and commerical uses. It is noted, **non approved proposed uses will need to be approved as outlined in section 140 of Farmingotn City**. The [Square Footage Worksheet](#) is included in the graphical section of the PMP showing the **proposed** uses.

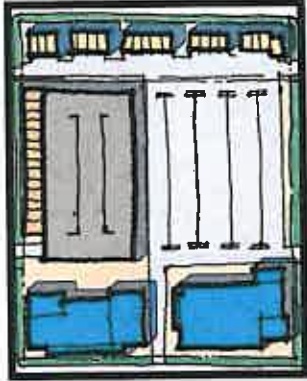


**Aerial of land North of  
Hights Creek**

## Section A: Lane Use, Parking, Open Space & Circulation



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Typical Block

### Parking Concepts

The assumptions provided above are repeated for ease of use for the reader and are as follows:

- ✓ Square footages are rounded to the nearest 5,000 sf.
- ✓ Flats are proposed at an average of 1,000 GSF per unit.
- ✓ Townhouses are calculated at approximately 22' wide.
- ✓ Parking spaces are calculated at approximately 10' wide.
- ✓ Parking counts are rounded to nearest 5 spaces.
- ✓ Office uses are parked at 3 spaces per 1,000 sf.
- ✓ Retail uses are parked at 4 spaces per 1,000 sf.
- ✓ Flats are parked at 1.6 spaces per unit.
- ✓ Townhouse units are self-parked and do not contribute towards parking demand in these calculations.
- ✓ On-street parking is not included in these calculations. However, we recommend that on-street parking be used to serve as guest parking for residential or visitor parking for retail where applicable.

The parking estimates for structured, surface and total for each block are calculated in the *Parking Estimates Section* of the graphical portion of the PMP:



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## **Public and Private Open Space**

The open space will chiefly be around the existing streams. The *Open Space Framework Map* is located in the graphical section of the report.

Open space is mostly around the streams and major streets. In addition to the streams and major streets, open space will be included in each block throughout the area.

Finally, as discussed in the charrette, the overall development will include a **town center** similar to the town center at Station Park, with an outdoor amphitheater and fountain.

The open space in and around the streams will include natural vegetation and buffalo grasses to contain the stream and comply with the environmental standards employed by both the State and Federal Government.

The open space in the various blocks will comply with Farmington City on-site open space standards. Overall, Chartwell is planning on high quality improvements similar to Station Park to maintain the quality and community feel expected and appreciated by local residents. The purpose is to create a sense of community in the area.

## Section A: Lane Use, Parking, Open Space & Circulation



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High Profile Commercial areas  
will have a similar DNA to  
Station Park

### On-Site Circulation of Primary Auto

Major vehicular access to and from the area is currently provided via the I-15 interchange at Park Lane and an overpass associated with Shepard Lane. Chartwell hired Joe Perrin, an expert traffic engineer, to conduct a transportation study of the area. Mr. Perrin concluded the interchange at Park Lane has significant issues and with increased uses proposed in the area it will ultimately result in a complete disruption of the traffic interchange. This assessment was prior to Cabella's and the University of Utah Hospital coming online. On weekends, traffic is backed up on the freeway to southbound traffic, which creates an enormous safety problem. This illustrates the need for an interchange at Shepard Lane to help load balance traffic to the area. Chartwell is currently working with Farmington City and UDOT on a solution to providing safe and efficient travel to the area.

With respect to Shepard Lane, traffic on this local Farmington City street is problematic as cars west of Interstate 15 have to use this road to get to Highway 89 and grocery services at Smith's. Residents use this path to get to and from work as Highway 89 connects to interstate 15 near Park Lane. Installing an interchange at Shepard Lane would decrease the traffic load on Shepard Lane.

There are currently no internal paved streets in the PMP. The **proposed** 2014 West Farmington Plan, by Farmington City is shown in the graphical section of the PMP. This plan, along with one devised by Kimley-Horn, were discussed by all stakeholders at the charrette and the **General Circulation Plan** shown in the graphical section was agreed upon by all parties at the Charette:

The major streets will include a newly installed street connecting with a proposed interchange at I-15 at Shepard Lane to the east and 950 North and eventually the West Davis Corridor to the west. This connector road is depicted in white on the north end of the map with development on either side. This will be the main access point to the proposed development on the north end and will load balance traffic from Park Lane and Shepard Land east of I-15. Given the phasing, this will be designed and installed during phase II of the development. **Costs and land swaps will be negotiated with the City and UDOT at the time the streets are installed.**

The next major street will be an extension of Station Parkway (existing road shown in blue on the map), which turns into Burke Lane near the Red Barn owned by Rich Haws. At the barn, the section is shown in red to illustrate it will need to be modified. From the Red Barn the existing street navigates westerly towards the Prospector Walking trail. This is also an existing road. At the intersection of Burke Lane and trail, the **proposed road shown in red** on the

## ***Section A: Lane Use, Parking, Open Space & Circulation***



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subject property will head northward and run parallel with the DRG railway until it terminates at the proposed road addressed in the previous paragraph. This section will be designed and installed in Phase II. Costs and land swaps will be negotiated with the City at the time the streets are installed.

The final major street will connect the proposed road providing access to Shepard Lane on the East to Park Lane on the West. It is depicted in red and runs in a circuitous matter northward until it terminates at the land owned by Farmington City which will be the connector with Shepard Lane. This proposed road only traverses a small section of the area associated with the PMP and will mainly be installed in phase III. Costs with this road will be negotiated at the time of proposed construction.

The remaining internal streets are all proposed in the above diagram. The smaller internal streets will be designed and installed by the respective property owners as development expands.



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### **Bicycle, Pedestrian and Transit Connections**

The *Trail Diagram* in the graphical section shows the **proposed** general trail system, which allows access to residential properties further north and Station Park to the south. Station Park includes a commuter rail system and access to the UTA transit system, which includes a dedicated transit to Lagoon and other attractions in Farmington. The solid lines are existing and the one clouded by circular lines are proposed.

Please see the *Bicycle Map for Farmington City* in the Graphics Section of the proposal; the *Utah Transit Authority Map* for the area; and, the regional bicycle map outside the city in the Graphics Section.





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### Preliminary Transit Analysis

#### Current and Proposed Roadway Network Design

As mentioned in the previous section, there are no internal streets associated with this PMP. The aggregate area associated with this project management plan is bordered by vacant acreage north of Shepard Lane; Interstate 15 on the east; vacant properties that front Burke Lane on the south; and, the DRG walking trail on the west. Further west of the DRG walking trail is 350 East in Kaysville and 1875 West in Farmington in addition to some single-family homes. The overall area is shown below *Area Map* in the graphical section with traffic roads visible:

Chartwell Capital Partners has retained Joe Perrin, P.E., who is one of the more respected traffic engineers in Utah. Chartwell had him analyze the overall area, including the traffic impact of Park Lane as this would be a traffic route leading to the proposed development. Keep in mind, his preliminary analysis was done prior to Cabella's and the University of Utah going in so the information was very cursory.

Mr. Perrin indicated in his preliminary analysis a fact that most Farmington residents already know, which is that the traffic in and around Station Park is congested. It is particularly bad on weekends when residents are enjoying the amenities at Station Park and/or are employing the services of the medical center.

Mr. Perrin requested he do a preliminary analysis then follow up with a full report once the major traffic users were fully engaged — users such as Hyatt, U of U, Cabella's and various retail and housing developments and retail projects proposed by Haws. Chartwell intends to have Mr. Perrin conclude his study once these users are in place. This will help Chartwell establish the size and scope of the major streets along with the internal streets for the proposed PMP area. For reference purposes, the *Proposed Street Diagram* resulting from the charrette in November 2016 is included in the graphical section. This street system is *proposed* and could change with the installation of the Shepard Lane Interchange.

The *proposed* townhome developments are not impacted by current traffic. This includes any traffic near Park Lane. This is chiefly due to the isolated nature of this parcel. It is on the extreme north end of Farmington City and represents the extreme end of the property owned by Chartwell and under the jurisdiction of Farmington.

## ***Section B: Preliminary Transit Analysis***



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This area currently has access from 350 East in Kaysville, which is fed by Shepard Lane. As mentioned in the uses section, this site has limited access from a minor residential street and no freeway exposure. Moreover, it is due north of Hights Creek, which is a natural barrier and which allows limited access over this creek given State and Federal Guidelines.

The traffic impact of this area is thus limited to the number of townhomes installed.

### **Modal Split**

This topic is especially relevant to this subject and the main focus of Farmington City and UDOT given the increased traffic in and around Park Lane. As mentioned in the prior section, traffic counts are continuing to climb as more and more product comes on-line near Park Lane.

It is the strong contention of analysts hired by Chartwell that load balancing the traffic on Park Lane to Shepard Lane will be critical to decreasing traffic counts and congestion around Station Park and will increase public safety.

Updating the traffic counts will be critical in moving forward on the remaining developments around the interchange once it is installed.



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## **Regional Storm Drain & Public Utilities**

### **Regional Storm Drain**

Great Basin Engineering conducted a utility feasibility study dated May 8, 2015 under the direction of Coury Morris, P.E. Morris had meetings with all of the parties involved, including the City Engineer Chad Boshell. Per the report, the area has a master planned allowable release rate .63 CFS/acre, which is part of the storm water master plan prepared by CRS on behalf of Farmington City. The *Storm Drain Map* prepared by CRS and provided to Morris included in his feasibility study in the graphical section.

As seen, this map calls for a 36-inch RCP outfall line along the Chartwell Property line boundary. This would serve as a backbone and service to all of the area south of Hights Creek. Clearly, connecting pipe would be added as development in this area is designed and approved by the City Engineer. Also, the release rate on this storm drain system would need to be negotiated with the City Engineer.

Given the large area in question, it is impossible to determine the storm water needs at this time. The purpose of this section is to outline what is currently in place and provide a general plan of what is proposed. Specific plans with all the detail will be proposed for development areas as they come online.

Chartwell plans to move forward with development North of Hights Creek as soon as possible and will submit a plan via the guide lines outlined in section 140 for all parties (chiefly the City Engineer) to review.

### **Water Lines – Potable and Fire**

The city has existing water lines, both 10 and 12 inches shown in the map *Existing Water Lines*.

As seen in the map, the city has a 12" crossing underneath I-15 located at about the same location as the culvert discussed above. This line Tee's just after it clears the freeway on the Westside. This line would service both potable water and fire lines.

The Tee on the south end runs parallel with the southeast Chartwell Property line; whereas the north end of the Tee runs parallel with the proposed street that will act as a connector with the new Shepard Lane interchange that is currently owned by Farmington City.

The city Engineer has modeled the current water lines and will provide specific information about what is needed for each section as it is developed.



### Sanitary Sewer

Morris, P.E. conducted an interview with Jill Houston of Central Davis Sewer District, the County Engineer and the plans examiner on April 9, 2015 to address the sewer capacity in the area. There is a 12-inch line also along the southeast property line of Chartwell, which is ideal given topography of the land. As a reminder, the site drops 16.52 feet from I-15 on the northeast to the Farmington City detention basin. This is relevant and ideal for a gravity flow system. The *Sewer Map* in the graphical section shows the current sewer installed on the subject property:

As shown in the map, the existing 12-inch sanitary sewer line runs along the southwest border of the subject property. When development starts in this area, Chartwell Capital Partners will work with the improvement district to upgrade the existing sewer system

As for land North of Hights Creek, the existing sewer in 350 East in Kaysville (under the Jurisdiction of Central Davis Sewer) will need to be extended 300 feet to the east. Moreover, it will be necessary to bore under the DRG to connect to this extension. If that approval cannot be obtained, a lift station will need to be installed, which if there are less than 150 homes it does not need to go through the committee according to Houston. The sewer line in 350 East is sufficient to handle sewage for the proposed housing development.

### Remaining Utilities

The remaining utilities, gas and power, are under state regulated entities required to provide service to residents and users. Neither of these uses are dependent on grade elevations like Storm Sewer and Sanitary Sewer; thus, they can be installed at the most convenient location for development.

### Open Space or Land Uses Issues

The Chartwell parcel is relatively level and above the grade of the proposed Detention Basin; thus, there are not many issues with respect to standing water. The properties further south, largely owned by Evans and Amenti are below the elevations of surrounding properties and thus have issues with standing water.

### Regional Storm Drain and Utility Conclusion

The topography is favorable to the gravity feed systems of the storm drain and sanitary sewer. There is currently an existing 12-inch sanitary sewer line near the southeastern property line of Chartwell Capital Partners. A proposed storm drain line is also proposed near the existing sewer. The overall site falls just

## Section C: Regional Storm Drain and Public Utilities



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north of 16 feet from the elevation of the culvert near I-15 to the proposed detention basin.

The site also has a 12-inch water main that Tee's just as it passes under the interstate, near the location of the Culvert. The south end of the Tee is 12 inches and runs along the exact same property line mentioned for the sanitary sewer and storm drain. The northern portion of this Tee is associated with the land owned by Farmington City, which will serve as a collector for the proposed Shepard Lane Interchange.

The water, sanitary sewer and proposed storm drain line will serve as a great backbone for public utilities. Said utilities will be upgraded and installed in internal streets as development expands. The townhome project will require extending water and sanitary sewer. With a filtration system, water will be allowed to be discharged into Hights Creek. **All told, the utilities to the site are extremely favorable to development, but will need to be enhanced as development expands.**



## **Development Standards of Bordering Properties**

As discussed and emphasized in the charrette, the look and feel of the entire project will take on the DNA of Station Park and Farmington City in general, including the townhomes associated with Phase 1.

The PMP guidelines specifically requested how the proposed development works with bordering properties. In the aggregate, the subject property is bordered by I-15 to the East; vacant acreage and some retail developments, including Station Park to the south; and largely single family residential to the north and west. A more descriptive discussion is included in the paragraphs that follow

### **Property East of the Subject**

As mentioned, Interstate 15 borders the subject property to the east. The east side of Interstate 15 the area is largely improved with single family residential surrounding Oakridge Country Club. These homes were largely built in the mid-1980's, some that are older and very few were built within the past few years. All told, it is an established residential neighborhood, with development standards customary to that era.

Due east of the Country Club are the Farmington Crossing townhomes built in the past decade. This development includes a small amount of retail, including a newly remodeled Maverick, a Smith's store building in the mid-1980's, a newly remodeled Tire Center and an older retail building built in the 1980's – a building originally occupied by Kmart until about 1992 has since been converted into a self-storage facility. It is currently occupied by a self-storage facility with very little occupancy. Compelling evidence of finding the right use for the right location.

### **Property South of the Subject**

The property south of the subject area is largely vacant acreage. It is scattered with some farm homes along Burke Lane and Haws Red Barn Recovery near the freeway.

South of this is the newly installed McDonald's and Cabella's, two fortune 500 occupants. Included in the mix is a multi-family housing development east of the McDonald's, developed and built by Haws and Ivory. Haws just finished a small retail building now occupied by AAA, with Backman Title coming into the remainder of the space. Ironically, two office users going into this planned retail use. The development standards associated with these properties are somewhat similar to Station Park, with the fortune 500 companies keeping their image.

## ***Section D: Development Standards of Bordering Properties***

Finally, south of Park Lane is the highly successful Station Park with the new additions of the University of Utah Medical Facility and the Hyatt. This is one of the more successful retail developments in Utah and represents the feel and energy Chartwell wants to capture in North Station. The sole exception would be the large, big box retail which is struggling even at this solid location. Sport's Authority being the latest victim of the e-commerce economy.

The aggregate area in and around Plural Sight represent the high profile commercial uses Chartwell is looking for in this development. This, along with the open amphitheater and community space attracts residents from all over Davis, Salt Lake and Weber Counties.

### **Property West of the Subject**

This area is almost exclusively occupied by single family residential properties. The properties due west of Phase 1 and some of Phase II (950 North and northward in to Kaysville) are part of the Quail Crossing development, which was designed and built around the turn of the century. These are modest to middle income single family dwellings.

The properties further south were built about the same time as the Quail Crossing Development and are similar in design and appeal. The homes in this area, however, tend to be somewhat larger and more expensive.

### **Property North of the Subject**

The subject property borders Kaysville on its north end, with a vacant parcel owned by Evans. Due north of Evans is a horse property owned by J.R. Brown, with Burbidge to the west. Both of these residents have horses on their property adding an agricultural appeal to the neighborhood.

East of the Brown home on the corner are some older residential properties and a street filled with a combination of twin homes and newer single family residences in a cul-de-sac. East of this development is the Benchland Water District office and shop. Overall, the properties due north of the subject add a rural feel to the neighborhood. This is precisely why any commercial development would not succeed north of Hights Creek.

### **Creating Compatibility with Bordering Uses**

Now that the general uses have been addressed and discussed, following is a correlation of how these proposed uses will be compatible and synergistic to the proposed land use plan presented in Section A above. More importantly, the following section will address how the proposed developments fit into the current environs.

## ***Section D: Development Standards of Bordering Properties***

The subject is bordered by rural residential properties on the north and newer single family residences on the west. UDA, and the group as a whole during the charrette, discussed transitional uses on the north and west end to act as a buffer to these residents.

In the land use plan, UDA proposed townhomes north of Hights Creek. This has been addressed above, but will be reemphasized at this point in the discussion to coincide with the scope of this section.

Hights Creek acts as a natural barrier between the proposed townhomes to the north and commercial developments to the south. The aggregate area north of Hights Creek has access from a small residential street (350 East) in Kaysville and has no freeway exposure. Shepard Lane does act as a connector to 350 East and provides access to the east end of the freeway. The proposed interchange will be south of Hights Creek and will actually diminish access to the proposed townhome section (blue section above). This is chiefly due to the fact that access over Hights Creek is limited given State and Federal Guidelines; and, the route from the proposed Shepard Lane interchange to the proposed townhomes is circuitous – it winds down 950 North to 350 East and then makes its way northward to the access point on the north end of 350 East. This is ideal for a residential community, but crushing for a commercial use.

In addition to the proposed townhomes, the group in the charrette proposed transitional residential townhomes between the single-family residences to the west and the heavy commercial proposed near the new Shepard Lane interchange.

It is proposed the remaining acreage be full tilt high profile commercial near the major streets and freeway and mixed community development in the interior to 1) create a community center, and 2) not leave a deserted feeling in the evenings when office uses slow down.

All told, Chartwell feels that UDA and the other stakeholders accurately defined uses that will be compatible with the current environs. Finding the right uses is crucial to avoid high vacancies.

## Section E: Sequence and Timing of Development

### Sequence and Timing of Development

#### Project Construction Sequence & Phasing

Phasing of this PMP will be critical, given the following constraints:

- The exact location and connectivity of the Shepard Lane Interchange is not known at this time;
- It will take time to move the high-pressure gas line;
- The deed and construction of Weber Basin water line will need to be completed;
- The market will need time to absorb 100 acres of raw ground and market conditions can and will change over long period of time;

Also, natural barriers within the 100 acres of this PMP will also impact which areas can and will be developed first. More specifically, Hights Creek separates the Chartwell parcel on the north creating a natural barrier discussed as follows:

#### Town Homes North of Hights Creek

Chartwell Capital Partners is **proposing** a townhome development, which will also will be phased. Chartwell Capital Partners will develop all of the internal street infrastructure and utilities. The culinary water will need to be connected to the existing line near the land owned by Farmington City. The sanitary sewer will need to be extended on 350 east as discussed above. This section includes approximately 10 acres (12.25 acres if all of Hights Creek is included) and will be discussed in more depth in the pages that follow.

Given the fact it is bordered on almost all sides by residential, our real estate experts have determined the highest and best of this section is for town home development. Said use will be a natural transition with Hights Creek serving as a natural buffer to commercial developments to the south. This section will also be phased with each phase including about ½ the total acreage. Net developable acreage after the street infrastructure will be about 3.8 acres for each phase. The plan is to start on the east section.

#### Commercial Development South of Hights Creek

The acreage south of Hights Creek will be developed as soon as physical possible and financially feasible. It will create a suburban central business district with office being the primary use.

#### Development Sequence Summary

The Townhome development is expected to start as soon as possible with a two to three-year time frame to completely buildout. The remaining development is

## ***Section E: Sequence and Timing of Development***

tied to the Shepard Lane interchange. Overall absorption of the entire development was projected at 15 years.

### **Right of Way Dedications – Shepard Lane Interchange**

The dedication of this right of way and construction of the interchange is really unknown and depends on reports and studies from State and Federal Agencies. Chartwell is working with UDOT on the timing of this, but has no concrete answer on the exact dates. A formal record of decision is expected this year. UDOT will not commit to a time frame but indicates that the interchange is high on the priority list.

### **Right of Way Dedications – Major Roads and Utility Backbone**

The timing on the street infrastructure is addressed in the paragraphs that follow, by phase.

#### **North of Hights Creek**

There are no major streets or infrastructure backbone needed for this area. Thus, this phase can be developed as soon as possible.

#### **South of Hights Creek**

The major streets associated with this phase are tied to the implementation of the Shepard Lane interchange. It is anticipated the installation of the street connecting the new interchange with 950 North will be installed at or near the same time as the interchange. This will also be a driving force for the new road that 'Tees' with this road runs parallel with the DRG railway and eventually with Burke Lane. All of this hinges on the exact location and timing of the proposed interchange.

All of the major road infrastructure will be designed and installed by Farmington City in conjunction with UDOT. Chartwell owns land for these sections and will work with the respective parties in implementing these streets.

As mentioned in the utility section, a 10-inch water main runs parallel with the land owned by Farmington City. Thus, the water infrastructure is in place. As development expands, so will the connections to this backbone.

Like the water line, the sanitary sewer backbone is in place and runs parallel with the south property line of Chartwell. The proposed storm drain line and excavation of the detention basin will need to be installed along with any connecting lines in order for development to proceed in the area South of Hights Cree. Chartwell Capital Partners has retained CIR Enigneering who has held meetings with the City Engineering regarding the installation of the

## ***Section E: Sequence and Timing of Development***

regional storm drain. Please refer to the utility section for specifics on this proposed line. Engineering has already started on this and will be installed at the same time the road infrastructure is installed.

As most of the backbone is already installed or will be installed all of the utility infrastructure will be in place prior to any development in this area. As indicated in the utility section, the backbone for all major utilities runs parallel (or will run parallel) with the south property line for Chartwell Capital Partners. As for the major street infrastructure, the road that connects the new interchange connector will be installed under the direction of Farmington City as development expands southward. This road will also provide redundant access from the Shepard Lane Interchange and Park Lane.

### **Right of Way Dedications – Minor Roads and Connecting Utilities**

All of the connecting utilities and minor streets will be designed and built by Chartwell Capital Partners and will be dedicated to the city as constructed and inspected.

The area north of Hights Creek is slated for townhomes and is expected to start as soon as possible. All public utility connections and extensions will be installed with the proposed development. In like manner, the internal streets associated with this development will be installed with the townhomes. All street improvements associated with this development will be paid for by Chartwell as part of the development.

### **Right of Way Dedications – Weber Basin Line**

Chartwell Capital Partners is currently working with Riley J. Olsen, P.E. who is the engineer involved with extending the weber basin line from Box Elder County to South Davis County.

We are engaged and working with them on the dedication and installation of this new line that is slated to run parallel with the DRG trail way. This decision and installation is expected to start as soon as possible.

### **Right of Way Dedications – High Pressure Gas Line**

There is currently an easement and associated pipe approximately 200 feet from the DRG trail way. Chartwell is working with the utility company to get this line moved further west to be in line with the proposed road and water line mentioned in the previous paragraph. These utility changes are expected to take place before the interchange is fully implemented.

## ***Section E: Sequence and Timing of Development***

### **Timing and Sequence Conclusion**

Chartwell Capital Partners has nearly 90 acres that it plans to develop over the next 15 to 20 years. It plans on starting on the area north of Hights Creek as it will not be impacted by interchange construction or implementation of utility backbone or major streets.

The next sequence of development will center on the implementation of the new Shepard Lane Interchange. This will dictate the size and location of major roads and utility backbone. This will also allow the start of construction of the high profile commercial area around this new interchange.

The final phase will expand from the high profile commercial section and fill in the area between the new interchange and vacant acreage to the south. This will be phase III and will translated into mixed community development.

Prior to Phase II or Phase III, a major high-pressure gas line needs to be moved and a high capacity water line needs to be installed. These utility changes are expected to take place before the interchange is fully implemented.

## ***Section F: Incorporation of Existing Structures***

### **Incorporation of Existing Structures**

The area associated with this PMP is largely vacant. The sole exception is a farming facility due south of Hights Creek. This facility will not be incorporated. It will eventually be demolished and replaced with a high profile commercial use.

## ***Section F: Other Information Requested***



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### **Other Information Requested**

In a meeting with the planning commission, no other information was requested.

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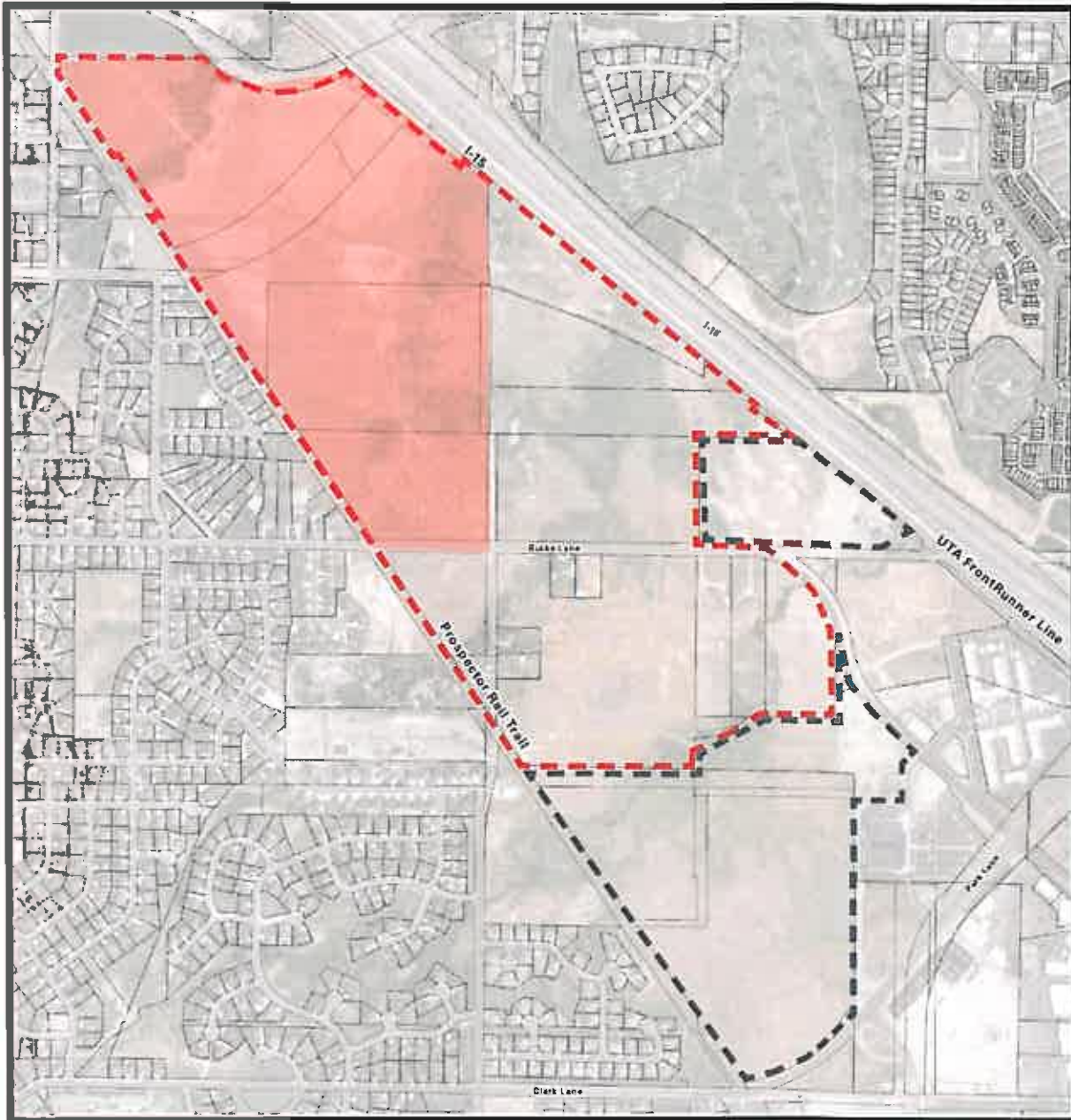
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## A) Existing Conditions

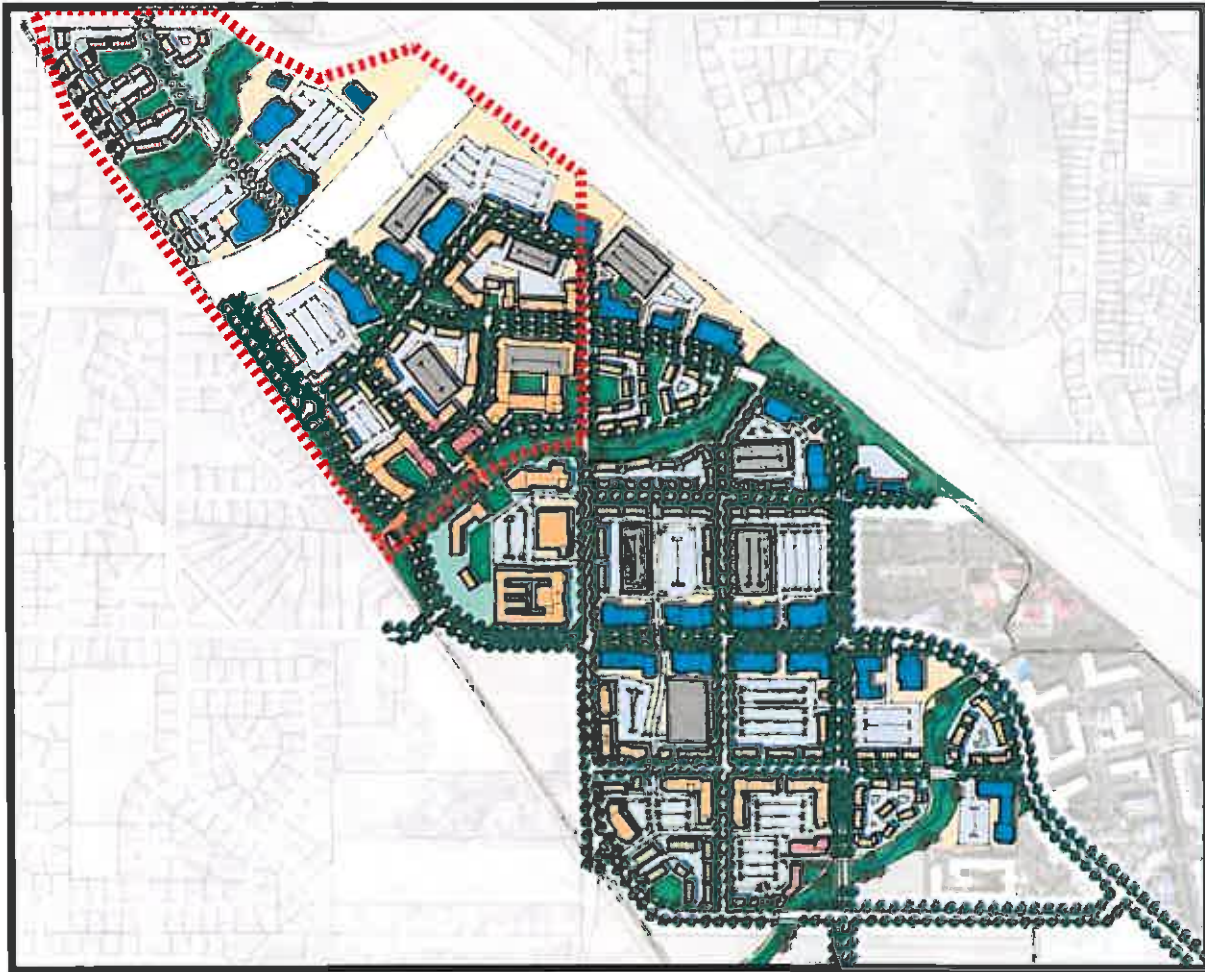
The following diagram shows three areas: 1) the area highlighted in light red is the existing condition of vacant acreage of associated with the PMP, 2) the area outlined in a dashed red line is the area included in the planning charrette held in Farmington City in November 2016. 3) The areas with dashed in blue are Haws and Evans who asked to be excluded from the planning charrette:



## B) Conceptual Land Use Plan and Ranges

### Small Area Master Plan Adopted by Farmington City

The conceptual land use plan agreed upon in the charrette and approved by Farmington City is shown below, with the area associated with the PMP being dashed in red:





## Proposed Square Footage Range Worksheet

These sections include approximately 1,320,000 square feet of building square footage on approximately 77.66 acres. The following table outlines the square footage of each block.

	Building			Mixed-Use (GSF) Flats (Units) Townhouses (Units) Development Potential		
	Footprint SF	Floors	Total SF	Mixed-Use (GSF)	Flats (Units)	Townhouses (units)
C	30,000	1.33	40,000	40,000	0	---
	---	---	---	---	---	8
	---	---	40,000	40,000	0	8
D	30,000	1	30,000	30,000	0	---
	30,000	1	30,000	30,000	0	---
	5,000	2	10,000	10,000	0	---
	10,000	1	10,000	10,000	0	---
	---	---	---	---	---	0
E	---	---	80,000	80,000	0	0
	30,000	1.33	40,000	40,000	0	---
	---	---	---	---	---	24
F	---	---	40,000	40,000	0	24
	30,000	2	60,000	60,000	0	---
	---	5	0	0	0	---
	30,000	3	90,000	90,000	0	---
	30,000	3	90,000	90,000	0	---
G	---	---	---	---	---	12
	---	---	240,000	240,000	0	12
	50,000	1	50,000	10,000	40	---
H	---	---	---	0	---	26
	---	---	50,000	10,000	40	26
	10,000	6	60,000	0	60	---
	20,000	6	120,000	5,000	115	---
	---	5	0	0	0	---
I	15,000	5	75,000	0	75	---
	---	---	---	---	---	15
	---	---	255,000	5,000	250	15
	20,000	5	100,000	0	100	---
	10,000	4	40,000	0	40	---
J	---	5	0	0	0	---
	10,000	4	40,000	0	40	---
	15,000	4	60,000	0	60	---
	5,000	3	15,000	0	15	---
	5,000	4	20,000	0	20	---
M	---	---	---	---	---	0
	---	---	275,000	0	275	0
	10,000	4	40,000	10,000	30	---
	50,000	3	150,000	0	150	---
	---	5	0	0	0	---
N	25,000	4	100,000	0	100	---
	---	---	---	---	---	0
	---	---	290,000	10,000	280	0
O	25,000	2	50,000	0	50	---
	---	---	---	---	---	0
P	---	---	50,000	0	50	0



## Proposed Parking Estimates:

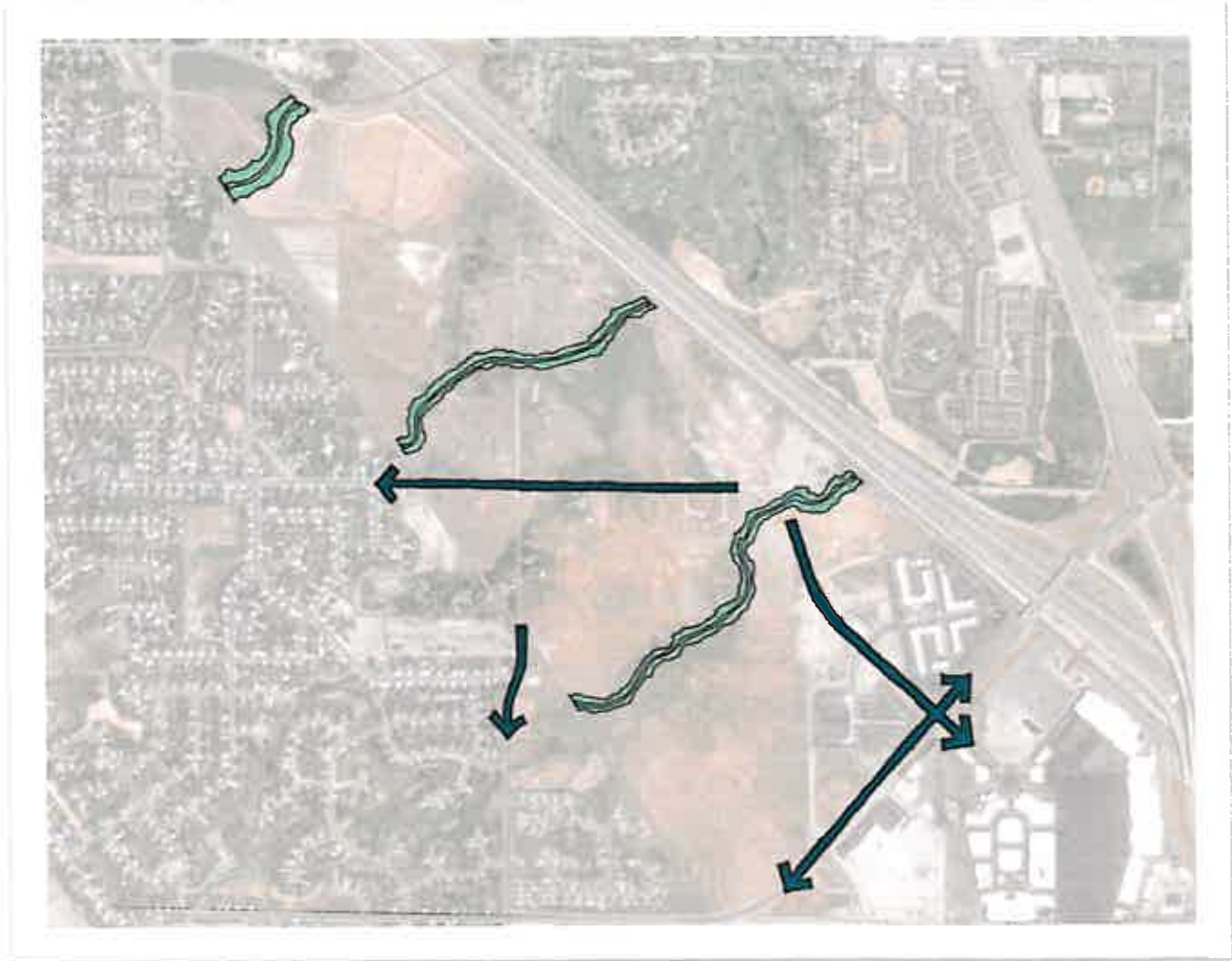
Block	Development Potential			Parking				
	Mixed-Use	Flats	Townhouses	Demand	Structure	Surface	Total	Delta
A	—	—	35	0	—	—	—	—
	0	0	35	0	—	—	—	—
B	—	—	53	0	—	—	—	—
	0	0	53	0	—	—	—	—
C	40,000	0	—	120	0	—	—	—
	—	—	8	0	—	—	—	—
	40,000	0	8	120	0	120	120	0
D	30,000	0	—	90	—	—	—	—
	30,000	0	—	90	—	—	—	—
	10,000	0	—	30	—	—	—	—
	10,000	0	—	30	—	—	—	—
	—	—	0	0	—	—	—	—
	80,000	0	0	240	0	240	240	0
E	40,000	0	—	120	0	—	—	—
	—	—	24	0	—	—	—	—
	40,000	0	24	120	0	130	130	10
F	60,000	0	—	180	0	—	—	—
	0	0	—	0	500	—	—	—
	90,000	0	—	270	0	—	—	—
	90,000	0	—	270	0	—	—	—
	—	—	12	0	—	—	—	—
	240,000	0	12	720	500	240	740	20
G	10,000	40	—	104	60	—	—	—
	0	—	26	0	—	—	—	—
	10,000	40	26	104	60	65	125	21
H	0	60	—	96	0	—	—	—
	5,000	115	—	204	0	—	—	—
	0	0	—	0	425	—	—	—
	0	75	—	120	0	—	—	—
	—	—	15	0	—	—	—	—
	5,000	250	15	420	425	0	425	5



Block	Development Potential			Parking				
	Mixed-Use	Flats	Townhouses	Demand	Structure	Surface	Total	Delta
I	0	40	—	64	0	—	—	—
	0	0	—	0	400	—	—	—
	0	40	—	64	0	—	—	—
	0	60	—	96	0	—	—	—
	0	15	—	24	0	—	—	—
	0	20	—	32	0	—	—	—
	—	—	0	0	—	—	—	—
	0	275	0	440	400	45	445	5
J	10,000	30	—	88	0	—	—	—
	0	150	—	240	0	—	—	—
	0	0	—	0	500	—	—	—
	0	100	—	160	0	—	—	—
	—	—	0	0	—	—	—	—
	10,000	280	0	488	500	0	500	12
L	—	—	41	0	—	—	—	—
	0	0	41	0	—	—	—	—
M	0	50	—	80	50	—	—	—
	—	—	0	0	—	—	—	—
	0	50	0	80	50	0	50	-30

## C) Circulation Plans

### *Existing Public Roads*





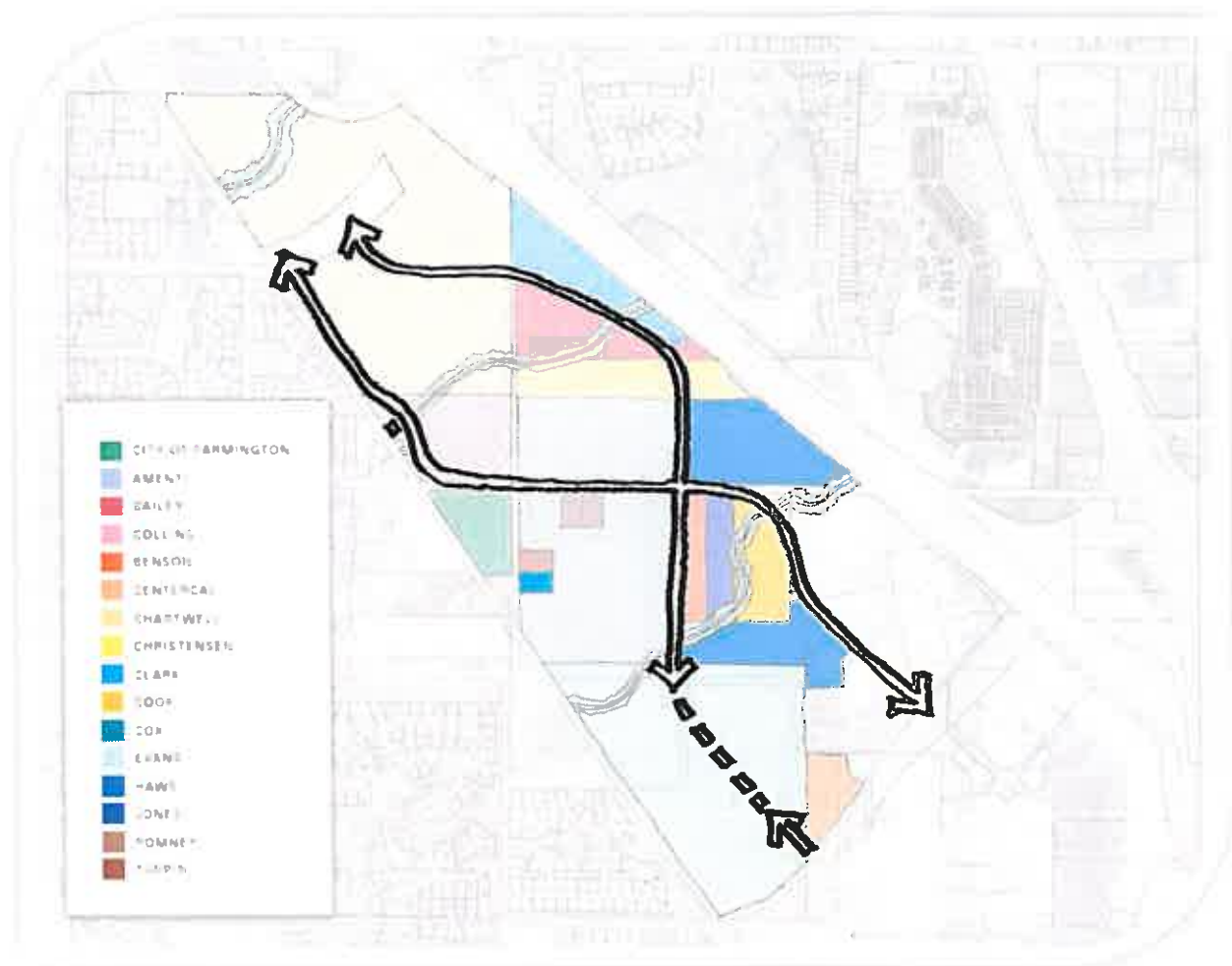
*Overall Vehicle Access Map – Existing and Proposed Roads*





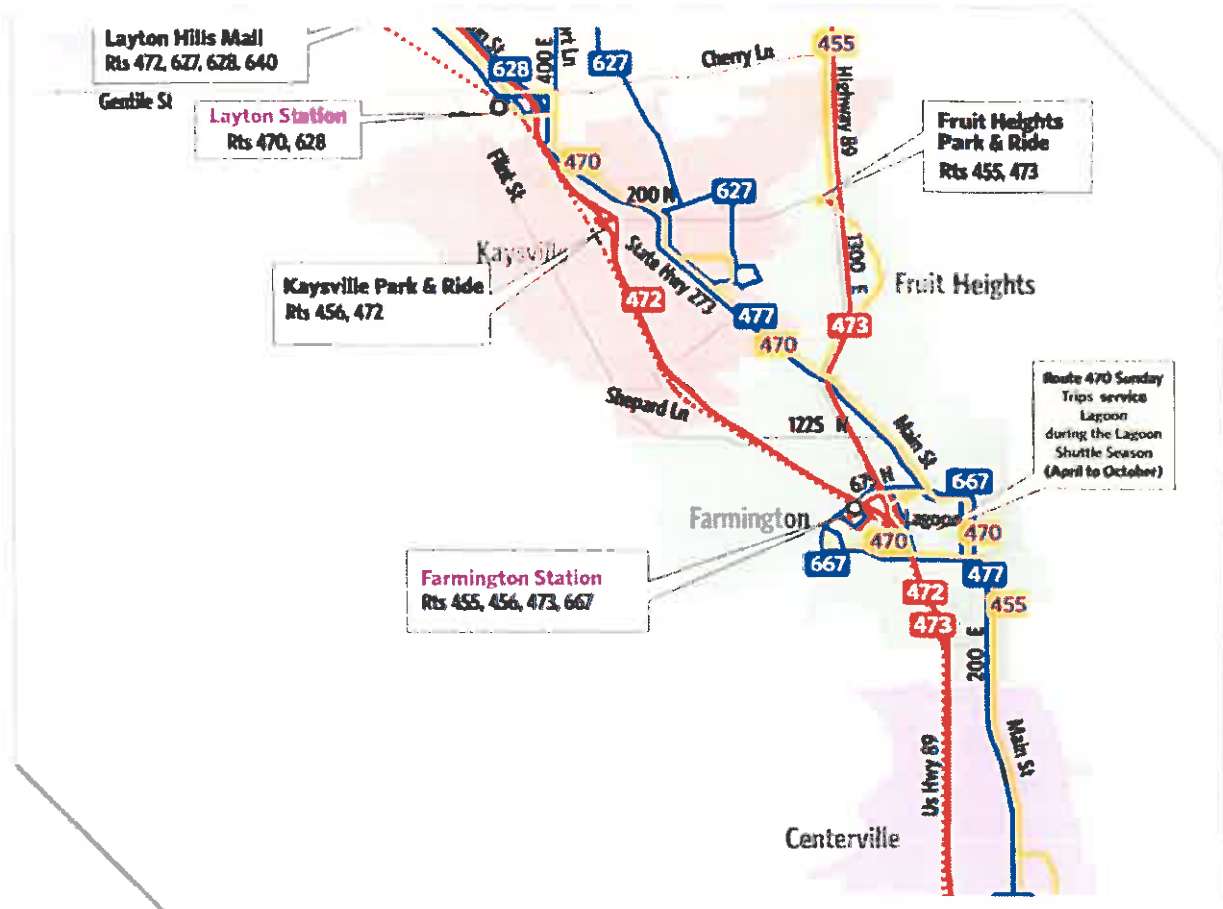


*Vehicular Map -- Major North-South Connecting Roads*



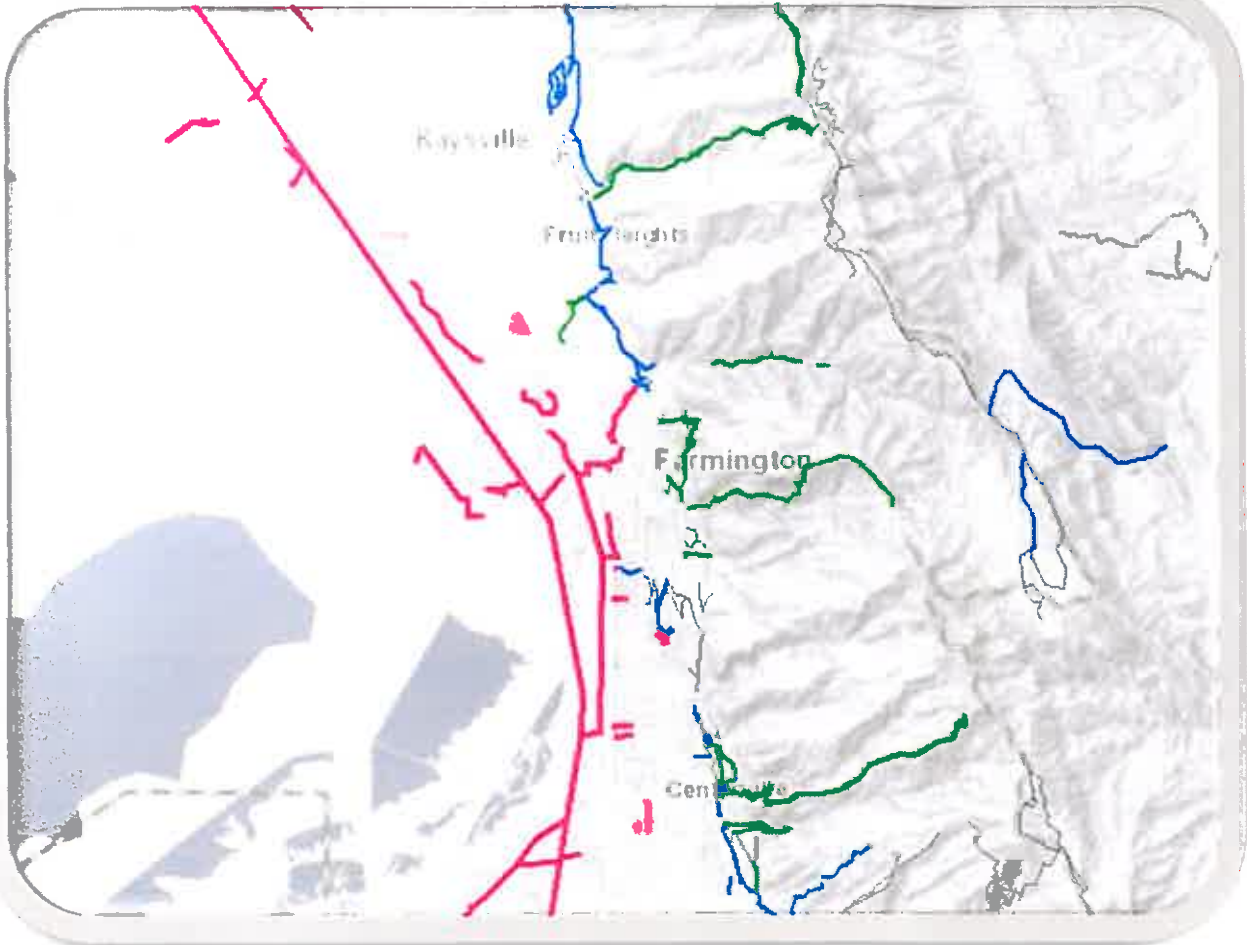


## Vehicular Maps – Bus Transit Map





*Regional Bicycle Map*



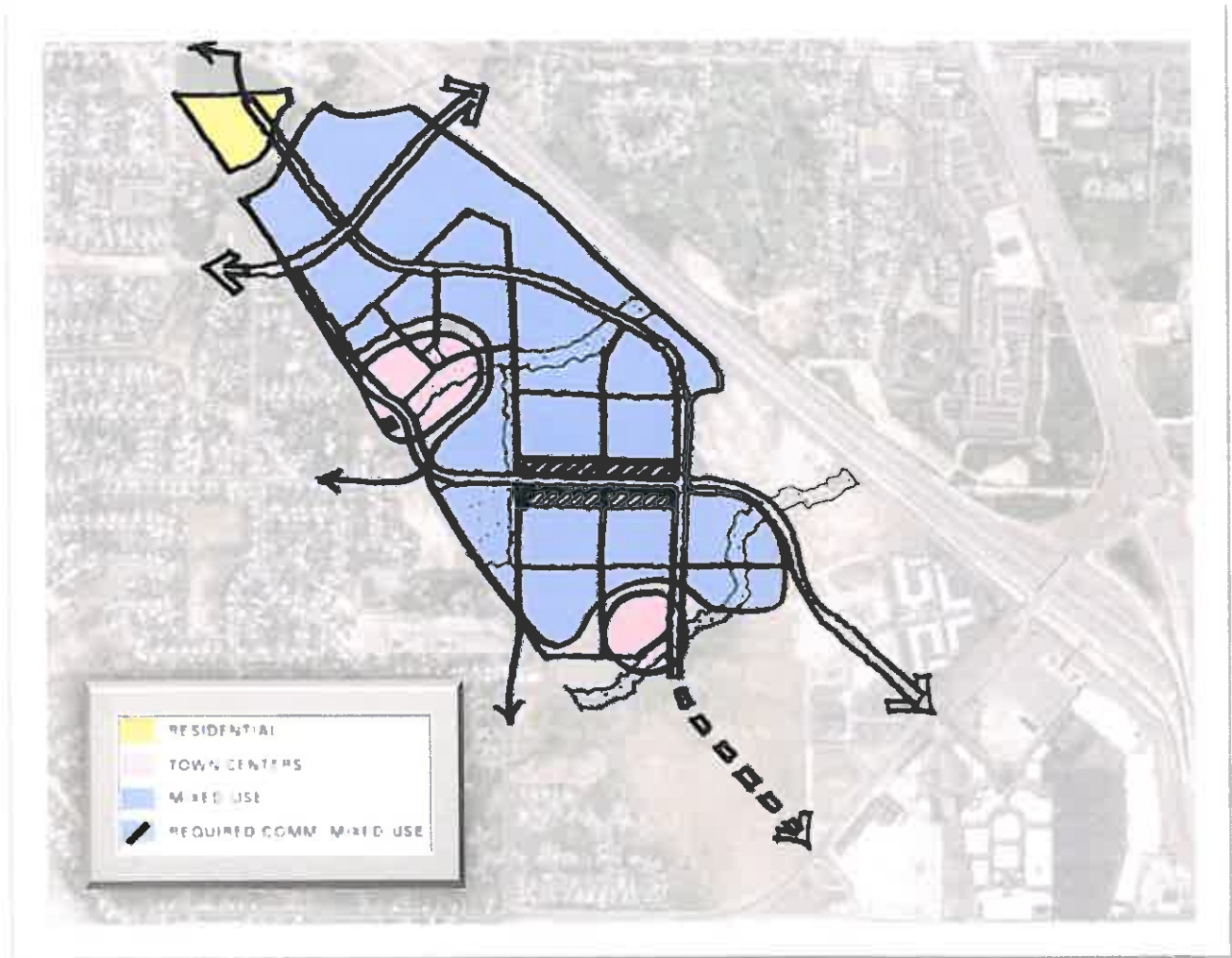


## Regional Trails Map

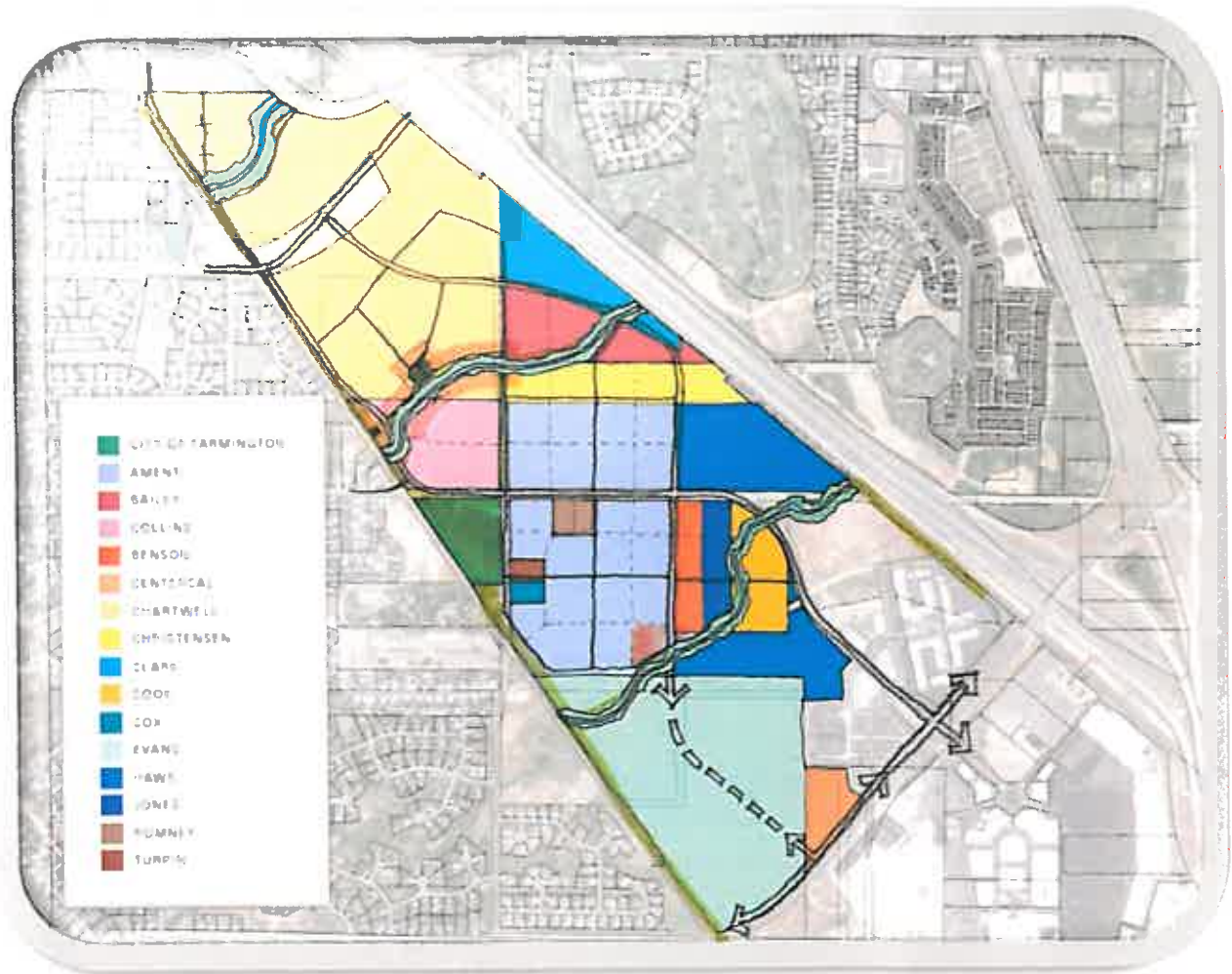


## D) Development & Ingress/Egress to Public Amenities

*Land Use Plan Showing Connection to Park Lane, I-15 & Shepard Lane*

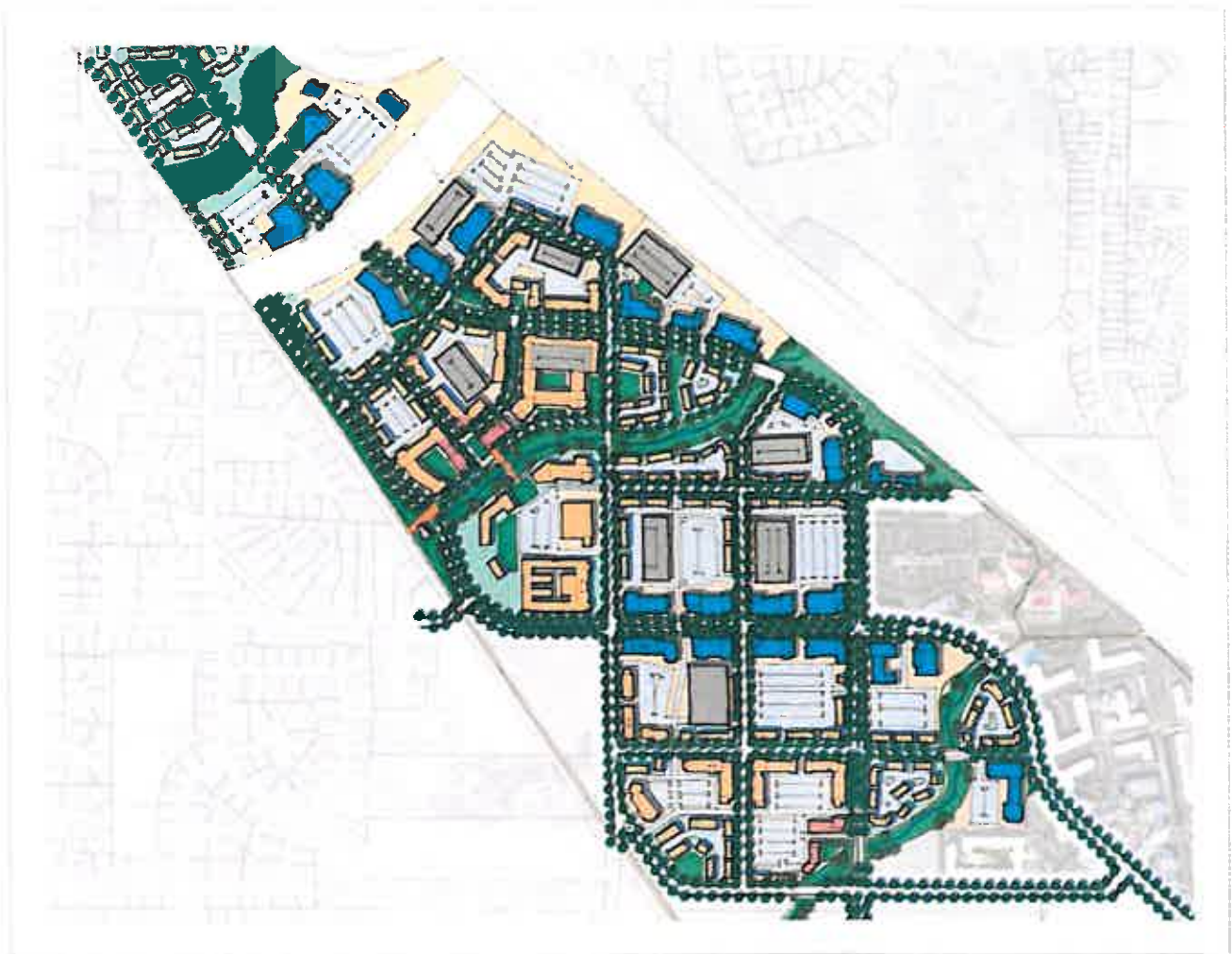


*Concept Diagram with Property Lines Delineated*





*Illustrative Plan*





## E) Open Space Concept Maps

### *Open Space Framework*



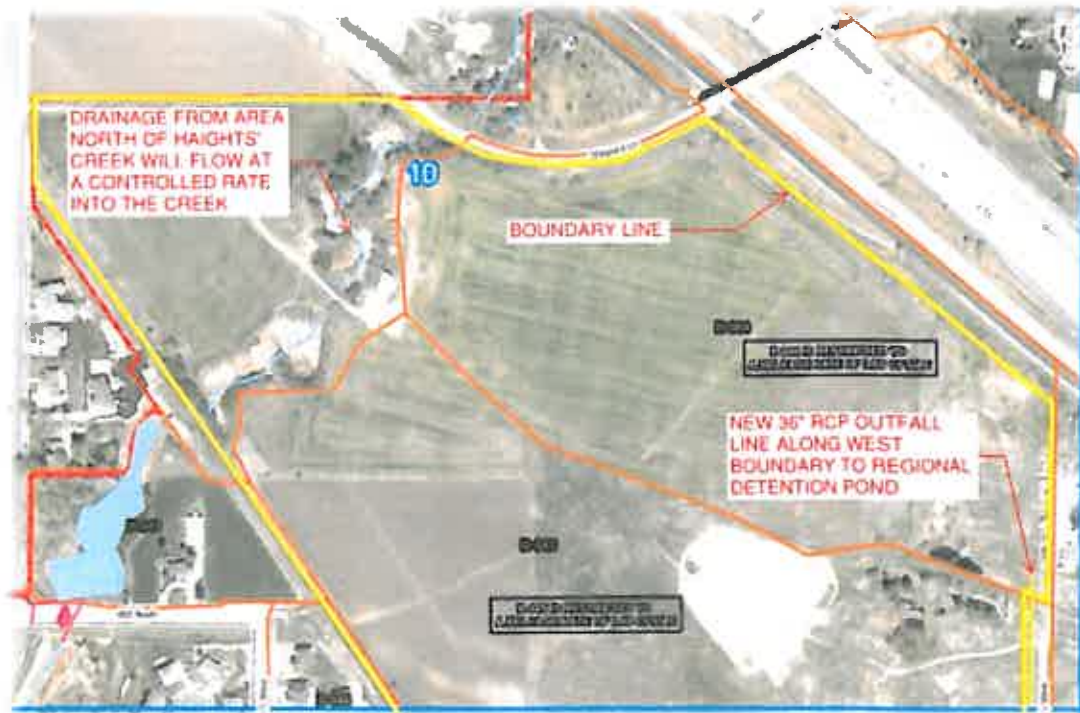
*Open Space on Typical Block*





## F) Regional Storm Drain & Public Utilities

### *Proposed Storm Drain Backbone Great Basin*



Ignore drawn lines, this was Civil Engineer mapping best location topographically for a street.

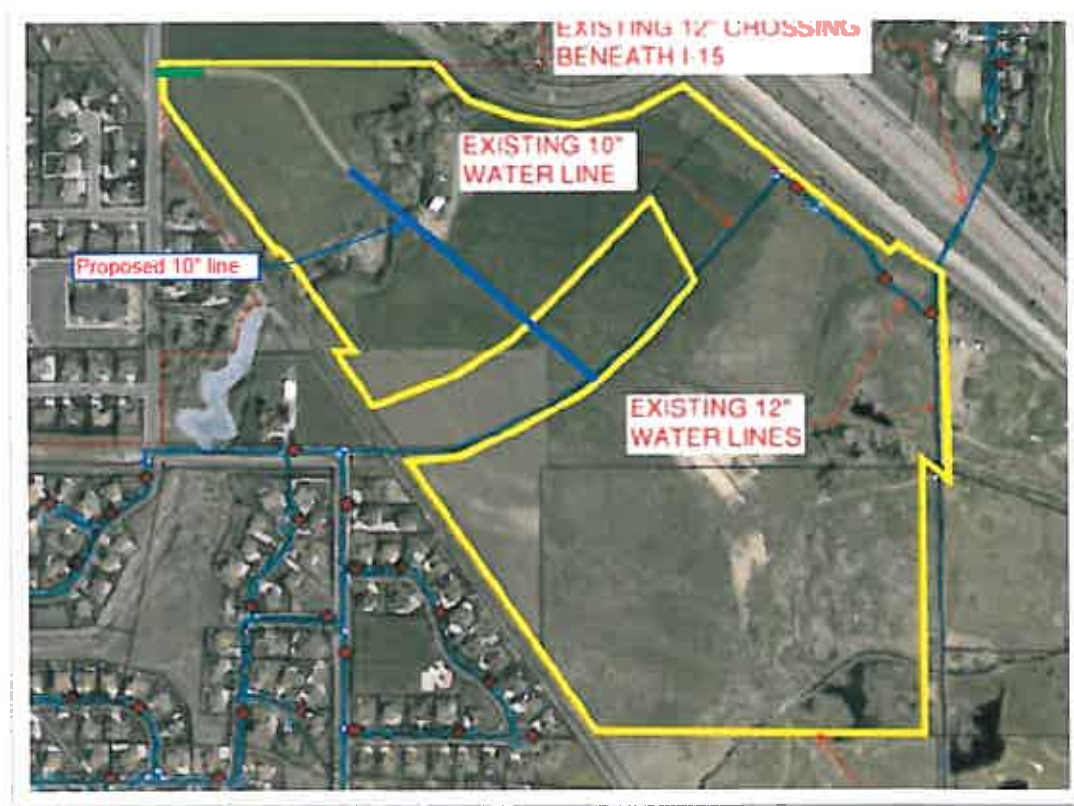


*Existing Sanitary Sewer*





*Existing Potable Water & Water for Fire line*





CHARTWELL  
CAPITAL PARTNERS

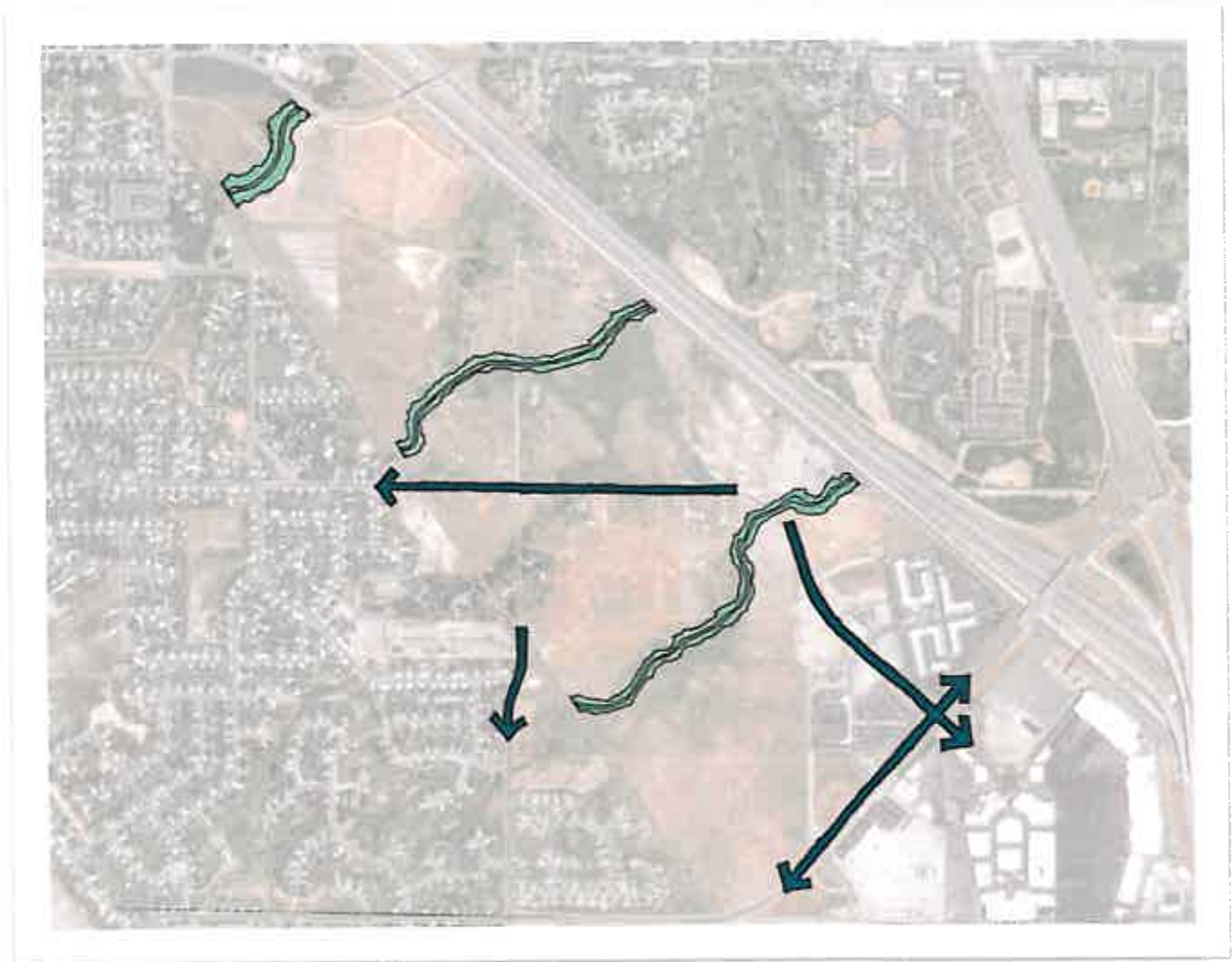
## G) Map Showing Block Plans Deviating from Regulations

Chartwell has no proposed block plans that deviate from the regulating plan.



## H) Preliminary Transportation Network

*Existing Public Roads*



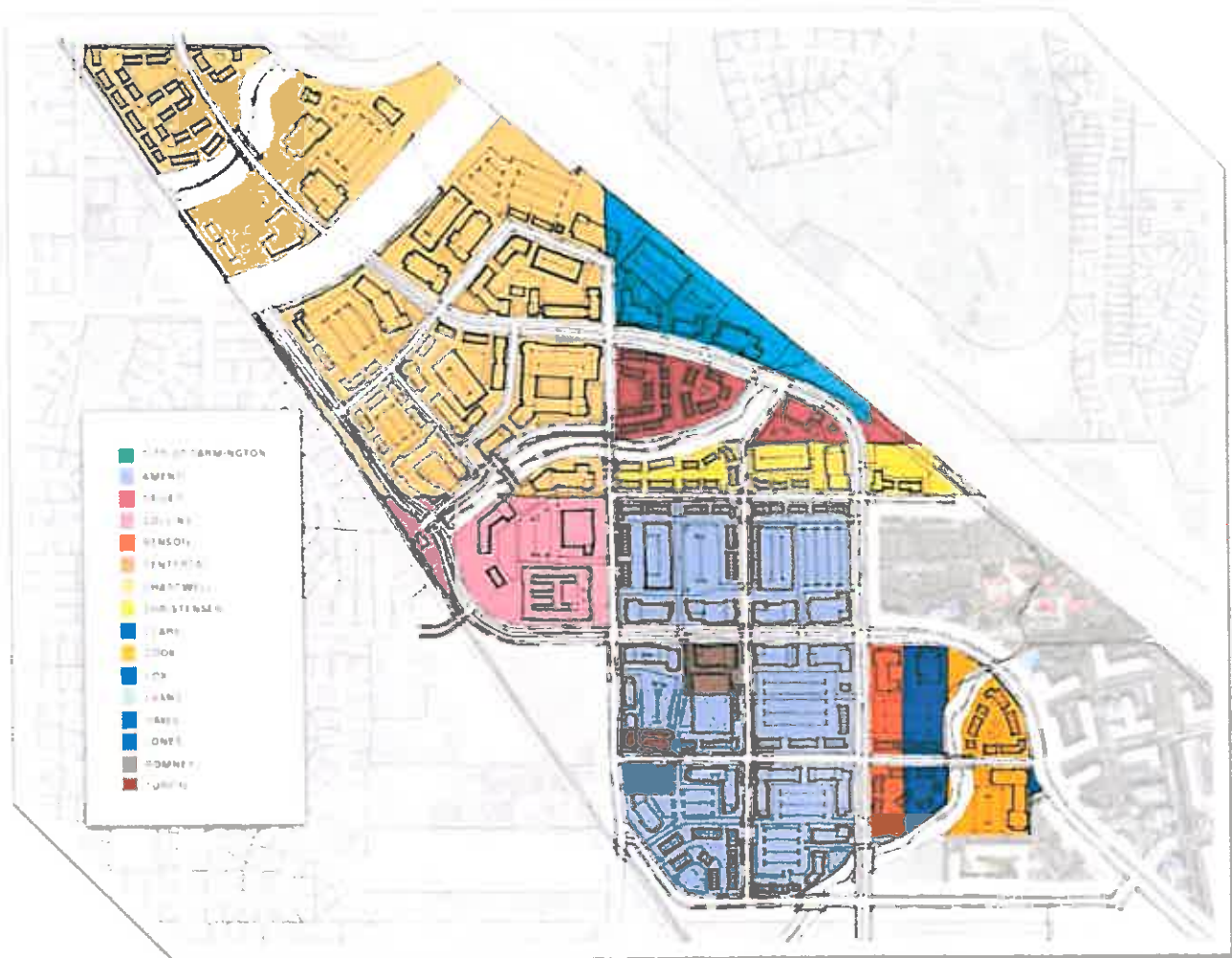


*Proposed Street Network Design/Proposed Internal Circulation*

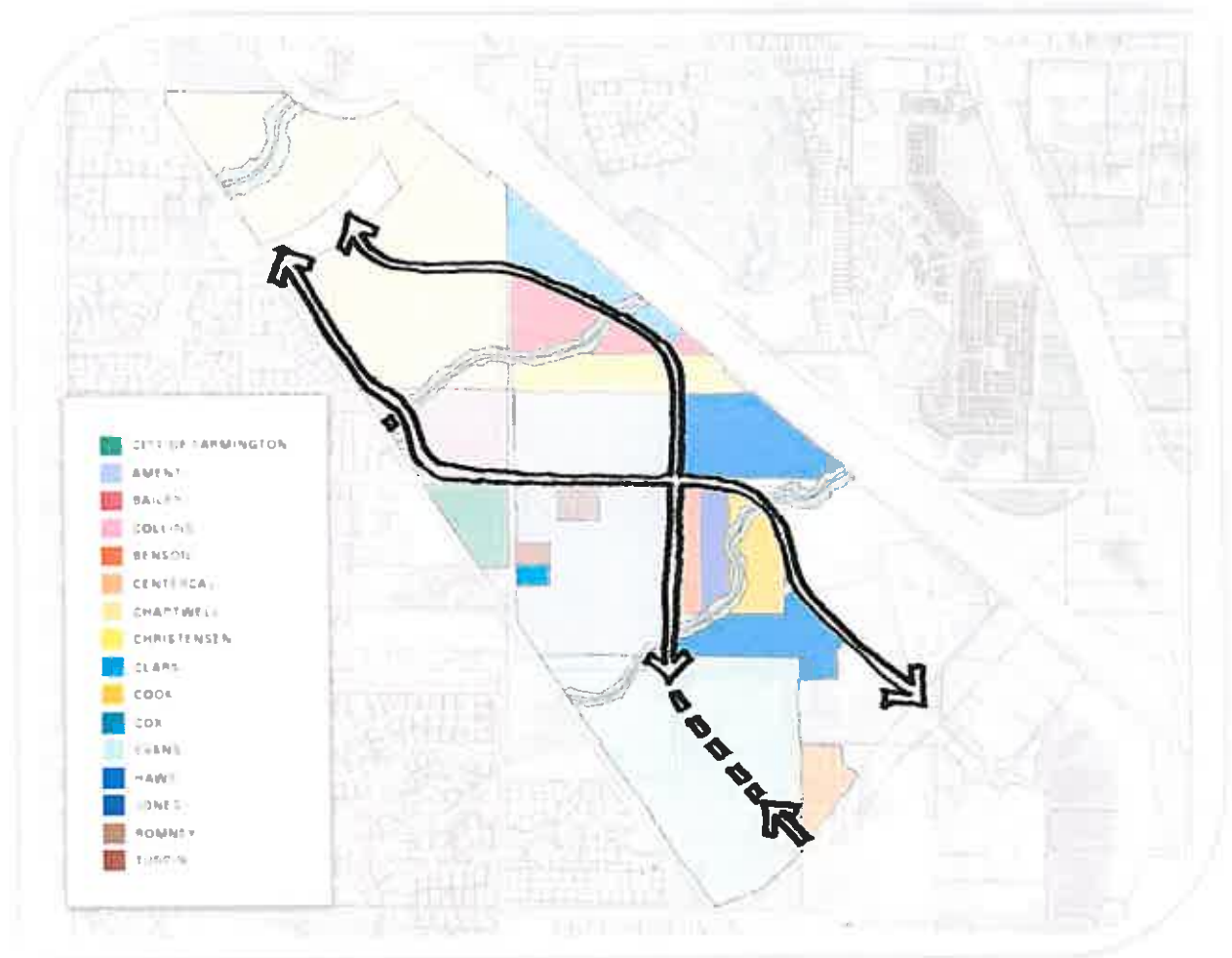




*Previous Map with Property Owners Shown*



## Major North-South Connecting Roads





### *Map Showing Modal Split & Traffic Counts*

Chartwell hired Joe Perrin, P.E. who has conducted a preliminary analysis. He is awaiting the completion of several major developments to complete is analysis in and around Park Lane. This will drive the traffic count analysis for properties to the north and into the subject area associated with the PMP.

## I) Existing Structures



The above structure will be demolished when development encroaches this area.



## J) Sequence and Timing of Improvements

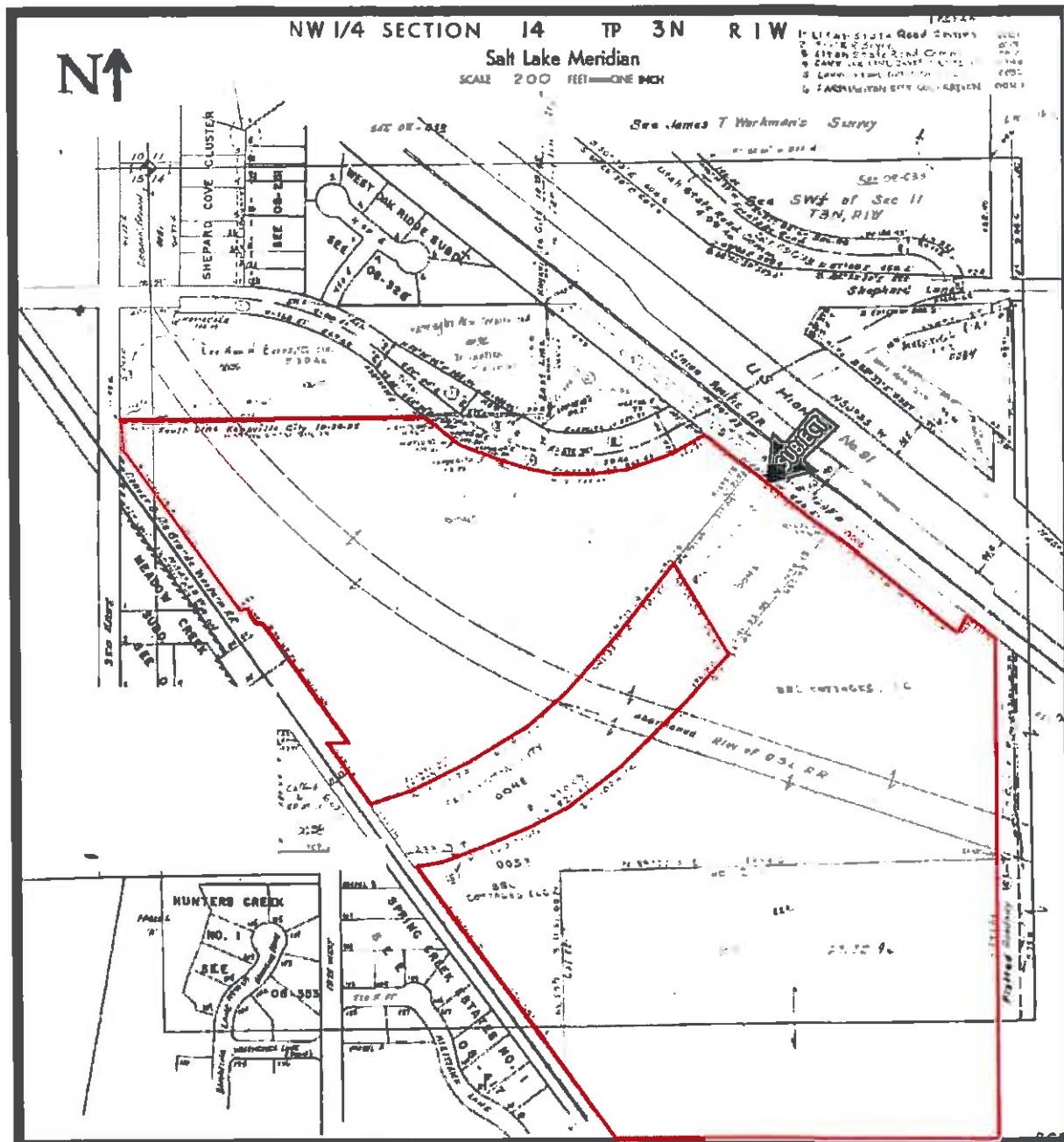
UDOT has some preliminary maps on the interchange, but they are still undecided. The land use plan shown above shows the most probable path for the interchange. There are no maps for the weber basin extension or moving the gas line for Questar Gas. No maps were provided for this section.



CHARTWELL  
CAPITAL PARTNERS

## K) Boundaries of the Subject

*County Plat Map, of 88 acres contributed by CCP.*



Collins submitted their own parcel



## I) Other Information Requested

In a meeting with the planning commission, no other information was requested. Thus, no maps were provided.

## CITY COUNCIL AGENDA

For Council Meeting:  
August 15, 2017

**S U B J E C T: Minute Motion Approving Summary Action List**

1. Approval of Minutes from August 1, 2017

NOTE: Appointments must be scheduled 14 days prior to Council Meetings; discussion items should be submitted 7 days prior to Council meeting.

## FARMINGTON CITY COUNCIL MEETING

August 1, 2017

### WORK SESSION

*Present: Mayor Pro Temp John Bilton; Councilmembers Doug Anderson, Cory Ritz, Brigham Mellor, and Brett Anderson; City Manager Dave Millheim, City Development Director David Petersen, City Recorder Holly Gadd, and Recording Secretary Tarra McFadden*

*Guests: Davis County Commissioners Jim Smith, Bret Millburn, Randy Elliott; Davis County Staff Barry Burton, Shawn Beus, Randy Cook, Mack McDonald, Dave Hansen*

*Excused: Mayor Jim Talbot*

Mayor Pro Temp **John Bilton** welcomed County Commissioners and staff to the work session and thanked them for attending.

### Discussion Items with County Commission

#### Future planning of County Government Center (Courthouse) modifications

Commissioner Bret Millburn noted that the County has held a design charrette and visioning exercise for the County Government Center. Mack McDonald will be managing the process and indicated that the Courthouse currently contains only a few tenants, and the County will need to determine how best to revitalize the space. The intent is to preserve the front third of the building to maintain the historic look and feel of downtown. The redesign will examine needs for County office space, opportunities for revenue, economic development and the deduplication of government services. Mack McDonald noted that the stakeholder committee will reconvene to finish re-use study and incorporate comments received from the public open house.

#### Future planning ideas for Legacy Events Center AND Parking headaches

Commissioner Bret Millburn shared that the land the County owns as part of the Legacy Events Center is valuable, the buildings aging, and the needs for the property are changing. The County has been approached by interested parties about developing the property. Councilmember **Cory Ritz** expressed concern about the high density development at Station Park creeping closer to neighborhoods surrounding the Legacy Events Center property. Commissioner Jim Smith noted that any projects that the County would consider would maximize and enhance the property for the greater good and be considered the “highest and best use.” City Manager **Dave Millheim** noted the Legacy Events Center is an asset in current and future form, but it is impacting neighborhoods with parking and the communication around events needs to be improved.

#### City Future Business Park plans

**John Bilton** outlined the City’s plan for a Class A business park and mixed-use area North of Cabela’s. The City needs the support of the County to make it happen especially with arterial roads and other infrastructure. **Dave Millheim** suggested that the success of the project will be dependent on having good roads in place from the beginning.

### Arterial Road linkage between the future Shepard Lane Interchange and WDC

**Dave Millheim** explained the importance of the 950 West Interchange and the Shepard Lane Interchange. UDOT indicates that the Shepard Lane project will not begin until West Davis Corridor has been completed. The City hopes to have the support of surrounding Cities and COG on a resolution to move the construction of the Shepard Lane Interchange up a year. County support would strengthen this resolution.

### City Prop One grant application projects

**John Bilton** reviewed the proposals for Prop 1 money that the City submitted to the County. The arterial road connecting the interchange at Shepard Lane is a priority to give relief to Park Lane. The second important project is a spine road to be constructed inside the business park. Commissioner Smith stated that the County is being thoughtful about the use of Prop 1 funds and determining whether to fund projects as they come in or not spend for a few years and then bond. He noted that these decisions will impact future generations.

Overall, discussion between Councilmembers and County Commissioners and staff stressed the importance of regular ongoing communication between the City and County leadership for all to feel informed about plans related to Farmington City. Staff of both the County and the City will continue to communicate and draw on one another's expertise.

### REGULAR SESSION

*Present: Mayor Pro Temp John Bilton; Councilmembers Cory Ritz, Brigham Mellor, and Brett Anderson; City Manager Dave Millheim, City Development Director David Petersen, City Recorder Holly Gadd, and Recording Secretary Tarra McFadden*

*Excused: Mayor Jim Talbot, Councilmember Doug Anderson*

### **CALL TO ORDER:**

Mayor pro Tem **John Bilton** called the meeting to order at 7:20 p.m.

### Roll Call (Opening Comments/Invocation/Pledge of Allegiance)

The invocation was offered by **Councilmember Brigham Mellor** and the Pledge of Allegiance was led by City Recorder **Holly Gadd**.

### Zoning Map Amendment for .5 Acres located at 314 South 650 West

This item was pulled from the agenda at applicants request and no public hearing was held.

### **PRESENTATIONS:**

## **Utah Risk Management Mutual Association (URMMA)**

**Paul Johnson, Elizabeth Christensen and Jason Davis** presented about Utah Risk Management Mutual Association and its services. It provides third-party liability insurance, risk management services and education services to its cities in Utah. URMMA was created in 1985 when cities found it difficult to find affordable insurance. URMMA is owned and managed by its Member municipalities and emphasizes risk management.

**Elizabeth Christensen** noted that insurance acts as a safety net, and includes capped losses, but also encourages self-determination which allows a City to determine how far to pursue a claim or a case. She explained that the City is billed based on General Funds, tax base information and its inspection score.

**Jason Davis** shared information about the annual inspection process. He meets with City staff to review policies and procedures, and provide training about mitigating risks. He performs two inspections, one in the fall that identifies areas the City should improve and then a second in the spring for follow-up. Jason Davis commended Farmington City for having Department Heads who are responsive and serious about risk management.

### **SUMMARY ACTION:**

1. Approval of Minutes from July 18, 2017

**Brett Anderson** moved, with a second from **Cory Ritz**, to approve summary action item 1 as contained in the staff report.

The motion was approved unanimously.

### **GOVERNING BODY REPORTS:**

#### **City Manager Report**

**Dave Millheim and David Petersen** asked the Council for feedback regarding the Lowell Johnson property annexation. **David Petersen** has had further conversations with Lowell Johnson and has learned that UDOT is selling the parcel inexpensively because there is a no-access restriction along 1075 West. If this restriction were to be lifted, UDOT would charge a lot more for the purchase. The Council discussed not taking any action at this point and waiting for the property owner to present a plan for development at which point the City would respond.

#### **Holly Gadd**

City Recorder **Holly Gadd** asked Councilmembers for their availability for a training activity with Chief Wayne Hansen. The Council determined that September 25 would be the best date.

#### **Mayor Talbot & City Council Reports**

##### **Councilmember Cory Ritz**

Councilmember **Cory Ritz** asked for clarification about the item pulled from the agenda. **Dave Millheim** clarified that the City discussed the item with the applicant and discouraged them from

pursuing a public hearing prematurely. City staff has encouraged the applicant to work on a few issues so that the item could be satisfactory to all parties.

**Councilmember Brett Anderson**

Councilmember **Brett Anderson** said that he had been working with a client about a dispute regarding property lines along Glovers Lane. Because of a survey mistake, the property lines are inaccurate. **Dave Millheim** noted that the City knows that this mistake has impacted at least four parcels and is working with the property owners to correct the issue.

**Brett Anderson** suggested that the City produce a timetable for construction along 650 West so that citizens are able to see how the project is progressing. The City could also highlight successes of the project, as **Dave Millheim** mentioned the inter-local agreement newly drafted to allow for Weber Basin to provide irrigation water to several homes previously unable to access this resource.

**Councilmember Brigham Mellor**

Councilmember **Brigham Mellor** discussed a meeting where several cities connected to learn about a scenic byway designation for WDC. At the meeting Gary Uresk, City Administrator for Woods Cross described the process for obtaining the designation for Legacy Highway. It was determined that a resolution for the Council would be needed. **Brigham Mellor** noted that City may need to be proactive about zoning for billboards to limit where they can be placed within the City.

**Councilmember John Bilton**

No updates to report.

**ADJOURNMENT**

***Motion:***

At 8:17 p.m., **Brigham Mellor** moved to adjourn the meeting.

---

**Holly Gadd, City Recorder**

## CITY COUNCIL AGENDA

For Council Meeting:  
August 15, 2017

**S U B J E C T: City Manager Report**

1. Fire Monthly Activity Report for July

NOTE: Appointments must be scheduled 14 days prior to Council Meetings; discussion items should be submitted 7 days prior to Council meeting.



# Farmington City Fire Department

## Monthly Activity Report

### July 2017



#### Emergency Services

**Fire / Rescue Related Calls:** **47**

*All Fires, Rescues, Haz-Mat, Vehicle Accidents, CO Calls, False Alarms, Brush Fires, EMS Scene Support, etc...*

**Ambulance / EMS Related Calls:** **73 / Transported 57 (78%)**

*Medicals, Traumatic Incidents, Transfers, CO Calls w/ Symptomatic Patients, Medical Alarms, etc...*

**Calls Missed / Unable to Adequately Staff:** **2 (1.6%)**

#### On-Duty Crew / Shift Dynamic Data / June 1<sup>st</sup> – 31<sup>st</sup>

**Incident / On-Scene Hours / Month Total:** **40 Hrs. (Approximate 162 Man Hours)**

**Ambulance Operations / Related Hours / Month Total:** **73 Hrs. (Approximate 146 Man Hours)**

**Urgent EMS Related Response Times (AVG):** **6.22 Min/Sec** **GOAL 5 minutes or less (+1.22)**

**Urgent Fire Related Response Times (AVG):** **6:00 Min/Sec** **GOAL 5 minutes or less (+1.00)**

#### Part-Time Man-Hours (based on the following 28-day pay range / July 7<sup>th</sup> and July 21<sup>st</sup>)

<b>Part-Time Shift Staffing:</b>	<b>1,578</b>	<b>Budgeted 1,571*</b>	<b>Variance +7</b> <i>(Fire Patrol Detail 8 Days / 176 Hrs.)</i>
<b>Part-Time Secretary:</b>	<b>100</b>	<b>Budgeted 100</b>	<b>Variance + 0</b>
<b>Part-Time Fire Marshal:</b>	<b>80</b>	<b>Budgeted 80</b>	<b>Variance + 0</b>
<b>Part-Time Fire Inspector</b>	<b>30</b>	<b>Budgeted 50</b>	<b>Variance - 30</b>
<b>Full-Time Captains x3 &amp; Engineers x2:</b>	<b>N/A</b>	<b>48/96 Hour Schedule</b>	<b>Overtime + 48.5</b>
<b>Full-Time Fire Chief:</b>	<b>N/A</b>	<b>Salary Exempt</b>	
<b>Training &amp; Drills:</b>	<b>47</b>	<b>860 (YTD)</b>	
<b>Emergency Callbacks:</b>	<b>136</b>	<b>FIRE 79 Hrs. / EMS 57 Hrs. (YTD)</b>	<b>914.5</b>
<b>Special Event Hours:</b>	<b>12</b>	<b>62 (YTD)</b>	
<b>Total PT Staffing Hours:</b>	<b>1,983</b>	<b>14,015.5 (YTD)</b>	

### Monthly Revenues & Grant Activity YTD

Ambulance (June 2017):	Month	Calendar Year	FY 2017
Ambulance Services Billed:	\$74,207.55	\$392,905.9 YTD	\$753,798.45
Ambulance Billing Collected:	\$22,979.81	\$277,794.26 YTD	\$388,199.25
<b>Variances:</b>	<b>-\$51,228.74</b>	<b>-\$115,111.64 YTD</b>	<b>-\$365,599.20</b>
Collection Percentages:	31%	70%	51%

### Grants / Assistance / Donations

#### Grants Applied For:

NONE \$0 \$13,200 YTD

#### Grants / Funds Received / Donations / Awarded:

UBEMS Grant \$4,119 \$16,619 YTD

### Scheduled Department Training (To Include Wednesday Evening Drills) & Man Hours

Drill #1– Officers Monthly Meeting & Training	15
Drill #2 – EMS – Zoll In-Service	18
Drill #3 – FIRE – FD Connection Training	18
Drill #4 – FIRE – Cancelled due to high call volume	0

#### Other Training:

Misc. Specialized Shift Training 24

Total Training / Actual Hours Attended: 75 1,480 HRS YTD

### Fire Prevention & Inspection Activities

	QTY	
New Business Inspections:	-	
Existing Business Inspections:	-	
Re-Inspections:	-	
Fire Plan Reviews & Related:	-	
Consultations & Construction Meetings:	-	
Station Tours & Public Education Sessions:	13	65 YTD

### Health, Wellness & Safety Activities

	QTY	
Reportable Injuries: Finger Puncture / Laceration	0	2 YTD
Physical Fitness / Gym Membership Participation %	100%	
Chaplaincy Events:	1	

### FFD Committees & Other Internal Group Status

Process Improvement Program (PIP) Submittals: 1 3 YTD

#### Additional Narrative:

July proved to be a very hot and dry month with heavy celebration activities throughout the city. For the first time on record, emergent EMS response times took longer than Fire response times by a fraction (EMS averaged 6.2 minutes and Emergent FIRE response times averaged 6.0 minutes). This is due to our Fire Patrol staffing program in addition to various traffic challenges during EMS calls. Two calls resulted in "no-staffing" or "short-staffing" of apparatus (on-duty crew attending to other calls and/or part-time staffing not available due to lack of availability). Seventy eight percent of all Ambulance calls resulted in transporting patients to hospitals. Collections of revenues continue with little predictability due to collection & mandated billing variables. FFD is going to follow up with Iris Medical (medical / billing and collection company) regarding final collection percentages for FY2017 to help identify collection shortfalls. FFD responded to multiple critical incidents to include canyon rescue calls, freeway incidents and large working fire incidents. Several of these incidents resulted in civilian casualties. Although FFD responded to multiple small and large brush fires throughout Farmington, it would appear our door-to-door public education campaign paid dividends as very few fires occurred within restricted areas of the city. It was also noted that most firework related fires

*involved inappropriate behavior / acts of carelessness from individuals not following manufacturer's instructions and safety practices. Two full-time Fire Engineers (David Olson and Jason Hastings) started their respective shifts in July and aided in the rapid response to various calls. These two additions enable us to guarantee a 1<sup>st</sup>-due response within our city 24/7 – 365. As stated in last month's report, FFD will be posting for the third Fire Engineer position in August. Additional overtime hours applied towards covering vacation and fire patrol staffing assignments.*

**Shepard Fire Update:**

*FFD responded to Bella Vista Drive to a fire started by a utility powerline failure behind residential structures on the south end of the subdivision. Initial responding crews did an outstanding job protecting structures while paving the way for additional resources. FFD was able to staff and utilize all FEPP apparatuses acquired through federal grants for interface and structural protection operations. FFD initiated a multi-agency / multi-alarm process that included support from over ten (10) different agencies to include: Kaysville FD, South Davis Metro, Layton FD, South Weber FD, Sunset FD, Department of Natural Resources (DNR), United States Forest Service (USFS), Multiple Law Enforcement Agencies and Farmington C.E.R.T. Rapid response and aggressive tactics (to include multiple air drops) enabled the unified command team to stay ahead of the game and contain the fire within the first operational period. FFD, DNR and USFS stayed on the fire for a total of three 3 days for mop-up operations. FFD secured Farmington Pond for USFS helicopter crew and ground teams for two days. Both FPD and Farmington C.E.R.T assisted with traffic operations. After carefully evaluating the location of the point of origin, it was determined the fire actually started on US Forest Service land. At this time, it appears USFS may challenge this data – more to come.*

*Twelve days after the event, FFD responded to a rekindle that briefly threatened one structure. After extinguishing the fire it was identified that the root system (two feet underground) was dry enough to support a combustion process for twelve days prior to surfacing and igniting fuels behind a residence. In my personal 26 years of fire service, I have yet to see this kind of fire behavior. This goes to show how dry things are on the hillside. Note: Although structural damage was averted, there was an approximate \$5,000 worth of damage to a sports court and yard fixtures. Total costs for the Shepard Fire incident is still to be determined.*



*Please feel free to contact myself at your convenience with questions, comments or concerns:  
Office (801) 939-9260 or email [gsmith@farmington.utah.gov](mailto:gsmith@farmington.utah.gov)*

*Respectfully,*

Guido Smith  
Fire Chief



**- PRIDE IN FARMINGTON -**

**110 YEARS OF DEDICATED SERVICE 1907 - 2017**



## CITY COUNCIL AGENDA

For Council Meeting:  
August 15, 2017

**S U B J E C T: Mayor Talbot & City Council Reports**

NOTE: Appointments must be scheduled 14 days prior to Council Meetings: discussion items should be submitted 7 days prior to Council meeting.